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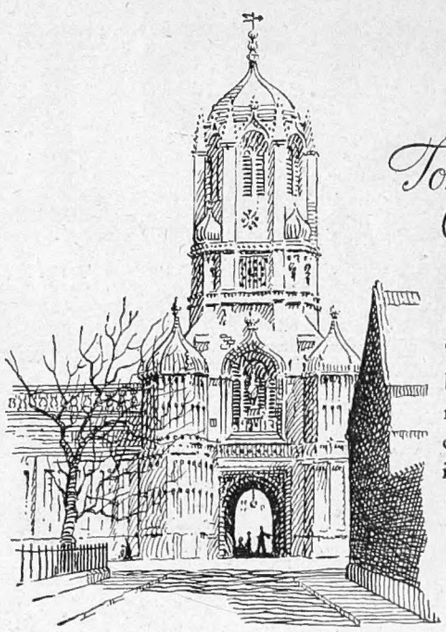

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Volume CXCII No. 2500 The SPHERE, London, January 3, 1948

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

ITALY'S LITTLE EX-KING DIES IN EXILE—THE HEAD OF THE HOUSE OF SAVOY WITH MUSSOLINI, BALBO AND EX-KING HUMBERT IN THE HEYDAY OF THE RAMSHACKLE FASCIST EMPIRE: Ex-King Victor Emmanuel III, who went into exile eighteen months ago, to be temporarily succeeded by Humbert, the Lieutenant of the Realm, died on December 28 at his villa on the outskirts of Alexandria

Ex-King Victor Emmanuel III of Italy, who died in Egypt, to which he retired last year, was aged seventy-eight, having been born in Naples in 1869, less than a year before his grandfather's troops entered Rome. He ascended the throne in 1900 after the assassination of his father, and although he played a part in the uniting of Italy, he eventually accepted Fascism, and for twenty years surrendered himself to a will infinitely stronger than his own—the will of Mussolini, the would-be Empire-builder. At the time of his exile Victor Emmanuel admitted that he had made many mistakes, and that his greatest was the refusal of Badoglio's advice to rely upon the Army and "scatter this rabble" when Mussolini led the so-called "March on Rome." Victor Emmanuel's political extinction dates from that time, October 1922, and from then until 1946 he played the role of a puppet. His son, ex-King Humbert, who ruled for a few weeks before the plebiscite of 1946, is now an exile in Portugal

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

1948.—A happy New Year to all readers all the world over. It 's a whale of a wish and some will think it hollow enough to hold a hundred Jonahs. But that is to take a material view. There is a school of philosophy which argues that happiness does not depend on material assets, that happiness is engendered from within a man. And to prove that this is not a material creed, these philosophers assert that a man may be happy on an empty belly, happy though hungry. Perhaps it is so. I have never tried the experiment long enough. I have never starved and do not expect to, however reduced my daily calories. I do, however, believe that a man cannot be happy if he be cold. I have tried that out. As for material possessions, I often think that if I were parted from my small possessions, my books, above all, my pictures, such as they are, and the relics of a graceful past handed down to me by subdivisions through the generations of younger sons' portions, I should be lost and poor indeed. But I doubt it. Among my friends and contemporaries I have found to-day two or three who have sold up their old homes and auctioned all their possessions and are living in small flats bare of all but necessities; and they tell me they never felt so *free*, so light-hearted, so unfettered. Nineteen-forty-eight will be an austerity year, never doubt it. Before it is over, what with increased rates and new contributions for social security, many of us who have hung on in hopes, will find living in our present modest houses beyond our means, and another class of white elephant in the property market will be created, the eight-bedroom house. But on the evidence of my dispossessed friends, there is no ground for despair in the prospect of joining them in the wilderness. The years mass into centuries, and history tells us there is no peace and no surcease from anxiety.

Looking Back and Forward.—New Year good resolutions have been known to last well into the middle of January, and so it is perhaps not too late to review the past and to estimate the New Year with impartiality, restraint and even optimism. 1947 was a *bad year*. But it might *just* have been worse. Looking back on it, it must go down to history as a near miss of an absolutely vital bull or series of bulls. International freedom was almost lost. Democracy nearly died. Our own liberties as citizens were almost totally surrendered. Our character as a sane, industrious, law-abiding race was almost lost, with our senses of humour and of proportion. All over Europe and the East the year was dedicated to a feast of baboons, a revel of half-wits, crétins and gibbering monkeys. Perhaps you studied the weekly photographs of "current events" in the chief cities of the East and Near East and Balkan countries. It was a document of jungle life, a catalogue of babooniana. Apes dragging away the corpses of apes, apes beating up apes, apes screaming and posturing at street corners, smashing property, throwing bombs, spouting blasphemy, from Kashmir *via* Cairo to Tel Aviv and Greece, and then some. It was a year of frustration and failure and crisis at home and abroad. Internationally, the East refused to co-operate with the West. Russia, assured that Democracy was on its last legs, had no desire to prolong its life and used every weapon, open or hidden, to hasten its fall and cash-in on its death-bed. In England, until the winter set in, the inevitable malaise of world war showed no sign of abating. The dementia of more pay for less work, the mad and vicious circle of prices rising above the rise in wages, continually devalued the pound. We began the year on a diminishing tick and ended it with a treasury almost completely empty and a cupboard almost bare. . . .

"QUEEN OF ALL THE STRANGE SHIPPING THERE"—THE FOUR-MASTED BARQUE "PAMIR" IN LONDON DOCKS AFTER THE COMPLETION OF HER EIGHTY-DAYS VOYAGE FROM WELLINGTON, NEW ZEALAND, TO THE THAMES ESTUARY: She arrived with a cargo of wool, tallow and gift clothing, and was greeted by dockers with cheers and the sounding of steamers' sirens. On Boxing Day 4,000 holiday-makers went aboard the barque. (Pictures of the "Pamir" as she sailed up-Channel will be found on pages 6 and 7 of this issue)

Good Resolutions?—And then, as is usual in England, and not unknown when civilisations have been at their last gasp, *homo sapiens* raised his head, sat up, took notice, indulged in second thoughts, made a tardy repentance and a good resolution. Moscow over-played its hand and a real sense of freedom was born of the failure at Lancaster House. In England, men suddenly woke up to the weight of their fetters, and even their gaolers saw that it wouldn't do to add another ounce. In industry the vicious spiral was seen at last not as a winding stair to Heaven, but as a swift shute to Hell. Output began at last to increase, claims for higher pay to be restrained. Even the politicians saw the light, as usual, just a little after the common people woke up. It was so in France, essentially; in Italy perhaps; in England, as I believe. In the year 1947, British politics were contemptible, and British politicians of all shades tumbled to the truth: there can be no salvation without a united effort, there can be no unity without equal justice to all. There can be no initiative and no zest in labour without a measure of freedom from control. There can be no leadership without a measure of dignity, discipline, restraint and impartiality at the top, and there is no chance for this country without leadership, and *without the possibility of alternative leadership*. In Parliament the schoolboy *tu-quoque* of 1947 has cost our politicians much of what remains of our respect for politics and public men. I expect the improvement in sanity, good manners, common sense and industry will continue longer into 1948 than is usual with good resolutions. For in 1947 all humanity marked a new low-water mark. It was baboon year over most of the world. Here lies 1947, with the accent on the lies.

Canterbury Tales.—For the second time an Archbishop of Canterbury has put on record his dissociation from the political views expressed by the Dean of Canterbury. There is no disputing that a Dean, within the confines of his Cathedral, is a bigger noise, or more powerful executive, than his Bishop; and many a Dean has put *that* on record. The question of how far a Church dignitary should go in his public utterances on political questions is always a matter of contention. The practice of going far is not confined to Deans, and some say the Church would have a more lively appeal to the community if religion was constantly "mixing up with politics"; (and indeed "vice versâ" would benefit humanity). Certainly it would be narrow indeed to hold to the view that a clergyman must stand outside politics and party politics, like a constitutional monarch. It is a question of degree. I cannot, however, recall any instance of a Church dignitary insisting that he was appointed by a Prime Minister of a certain party, not because he was best fitted in his calling for that office, but for the purpose of preaching and propagating the political views of that party. Nor do I believe that Mr. MacDonald did appoint the present Dean on that understanding. I believe he chose him as a fit man for that religious office and in making the appointment attached no implied condition of actively and constantly preaching Socialism. That the Dean should be an ardent Socialist is neither for praise nor blame; of "the great mass of workers in mines and factories and fields" whose voice in the Church he claims to be, many, very many, are not to be blamed for *not* professing Socialism. The Dean no doubt has his own standard of degree in mixing party politics with his Cathedral duties and with religion; in the latter tasks he should be very much "The Dean of Canterbury"; in the former, he would perhaps figure in more seemly fashion as Dr. Hewlett Johnson.

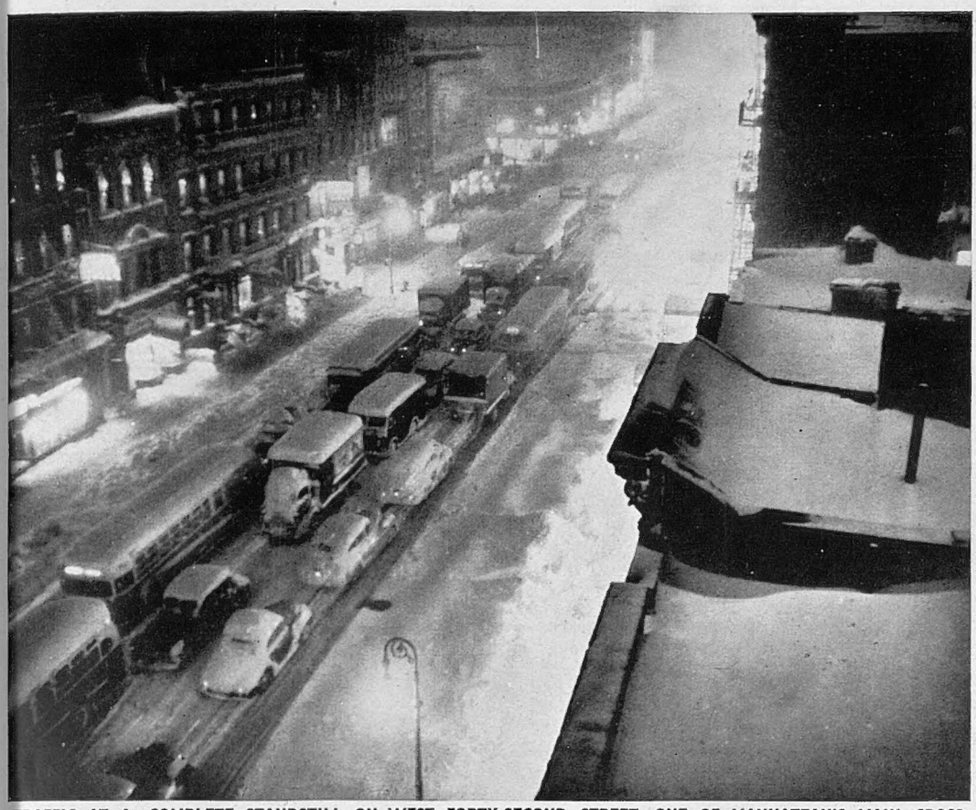
A Plague On *All* Your Parties.—How did you react to those B.B.C. party-political broadcasts of 1947? They made me rather bilious. If I had that sort of bee in my bonnet, I could almost believe that they had been devised insidiously by the Leftist element in that Corporation to arouse public loathing of the party system and open the way to undisguised dictatorship of some sort. These broadcasts have indeed proved to be nasty schoolboy *tu quoque in profundis*. Slick or clumsy, turgid or bright, the same sickening technique has distinguished them. They all start out with the urgent need for national unity. Each speaker trounces the last for his cheap scores, his petty party preaching of class hatred, and promises that for *his* part, he will beat the national drum. And immediately he pulls out his "squeaking, wry-necked fife" and pipes as small or smaller, as meanly and as pettily, as his predecessor. *What sort of people do they think we are?* A herd of asses between two bundles of sour hay? A race of men so stupid as to be deceived by hollow carrots or frightened by hollow turnips holding nightlights? Stupid, no doubt, we are; ill-educated and not given to reasoning; easily scattered like sheep, too much preoccupied with personal anxieties. But not so abysmally stupid as not to see through these studied devices of script-oratory, not to be aware of the skating over thin ice, the smoke-screens and the red herrings; intelligent enough still to observe the points of the game of politics, that craving for personal power and for office, to keep or obtain which a politician (almost any politician) will pretend a heart that bleeds for the underdog and beats to undo the wrongs and to alleviate the sorrows of groaning humanity. I, at least, claim to be just intelligent enough to note that the politician who stands a chance of obtaining, or now holds, office and power, reveals a stronger love of his fellow-man and a livelier sympathy in his wrongs than does the back-bencher or the new-comer in politics. He has a stronger inducement to hypocrisy.

A Base and Basic Device.—On January 1, 1948, our cars were due for re-licensing. To get your "ticket," you must surrender your road-book and insurance certificate to the licensing authority or P.O. But hundreds of us have not got our road-books. Months ago we sent them in to our Fuel Control Officer with our pleas for petrol allowance. And still he sits on them deaf to our appeals. The innocent will declare that this muddle is another administrative muddle, one more example of lack of forethought and reasoning. "Any fool" could have seen that, with the surprise cancellation of basic, the fuel offices would be swamped for months. But the cynic will take another view. He will see the Fuel Minister and his minions laughing in their sleeves at one more successful hazing of the public. No road-book, no licence. No licence, no petrol. What an admirable way of preventing the motorist from wasting dollars.

THE OLD STAGER

NEW YORK'S CHRISTMAS BLIZZARD

A Record Snowfall of 25·8 in. in 16 Hours Paralyses Traffic in the City

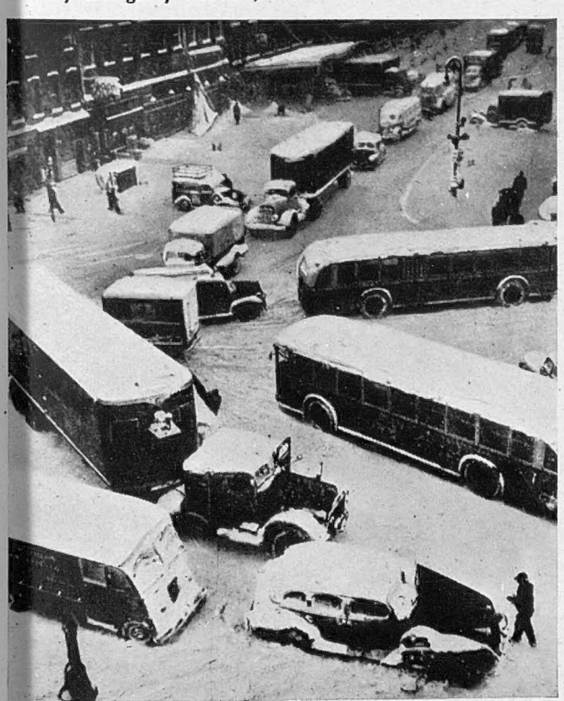


TRAFFIC AT A COMPLETE STANDSTILL ON WEST FORTY-SECOND STREET, ONE OF MANHATTAN'S MAIN CROSS-TOWN THOROUGHFARES: This dramatic picture was taken on December 26, when the blizzard had almost completely paralysed the city and the snowfall had already exceeded the record of 1888. By midnight on December 26 the snowfall was recorded at 22·5 ins., and when the blizzard eventually gave place to bright sunshine last week-end, local meteorologists announced a total fall of 25·8 ins. in sixteen hours. Except for the underground railways, Christmas holiday traffic was brought to an almost complete standstill. The blizzard blanketed the seaboard from Connecticut to Delaware

LOOKING SOUTH ON THIRD AVENUE—BOXING DAY 1947: The avenue and the elevated line covered in a thick blanket of white when the snowfall had already reached 19 ins. and there was more to come. Many owners had to abandon their cars

New York had an intensely dramatic and not very happy Christmas. The whole city lay under a mighty blanket of snow after sixteen hours of almost continuous storm, and ever since last Saturday thousands of men with hundreds of snow-ploughs and other equipment—the 14,000 employees of the street cleaning department supplemented by an army of emergency workers—have worked night and day to end the paralysis of the city's traffic. The Mayor of New York, Mr. O'Dwyer, flew back from California to help in the relief efforts. Luckily there were no serious fires, for the fire engines could never have got through the streets. There was another danger, that of flood, when last Sunday proved a day of sunshine and a heavy thaw set in

A VICTIM OF THE STORM: John Sabbio, a handyman of the St. Mark's Theatre on Second Avenue, lying pinned beneath the theatre's marquee which fell under a great weight of snow. Heavy jacks were placed in position by emergency workers, who freed Sabbio after an hour



BY THEN THE BLIZZARD HAD STOPPED, SO HAD THE TRAFFIC: A chaotic scene at the junction of Fourteenth Street, Hudson Street, and Ninth Avenue. Few cars and buses had chains, and many of them had to be dug out

MANHATTAN BENEATH ITS MIGHTY MANTLE OF SNOW: A view looking west from the summit of the R.C.A. Building in New York's Rockefeller Centre. In the lower foreground the twin spires of St. Patrick's Cathedral are dwarfed by the surrounding buildings. It was expected that the cost of snow clearance throughout the New York boroughs would be at least 3,000,000 dollars

CHRISTMAS WAYFARINGS

Some Distinguished Travellers by Bus, Boat and Plane

HEADING EASTWARDS AND SOUTHWARDS FOR THE SUN—SOME NOTABLE TRAVELLERS DURING THE CHRISTMAS HOLIDAY PERIOD: *Left*—Lord and Lady Norman seen at Waterloo before catching the "Athlone Castle" boat train. The former Governor of the Bank of England, for once allowing himself to be photographed, is to spend a holiday in South Africa. The "Athlone Castle" was at sea on Christmas Day. *Right*—Mr. Anthony Eden with Sir John D'Albiac, Commandant of London Airport, before setting out for Persia on a business trip. Mr. Eden's plane halted in Rome, and the former Foreign Secretary took the opportunity of having talks both with Count Sforza, the Italian Foreign Minister, and Premier Gasperi. Mr. Eden's social activities in Rome were described as purely private. Meanwhile his party chief, Mr. Winston Churchill, was busy looking after a severe head cold in Marrakesh, Morocco.

RIVER REVELRY AT RICHMOND: Competitors holding hands at the start of the Old Stagers' Race at the Fortieth Annual Boxing Day Charity Regatta which took place on the Thames at Richmond. The event, founded in 1908 as a result of a bet between two young Richmond "bloods," was attended by five of the original competitors, who are seen in this picture with Alf. Gover, the cricketer, who is in the right-hand boat. They are waiting for the word "go"

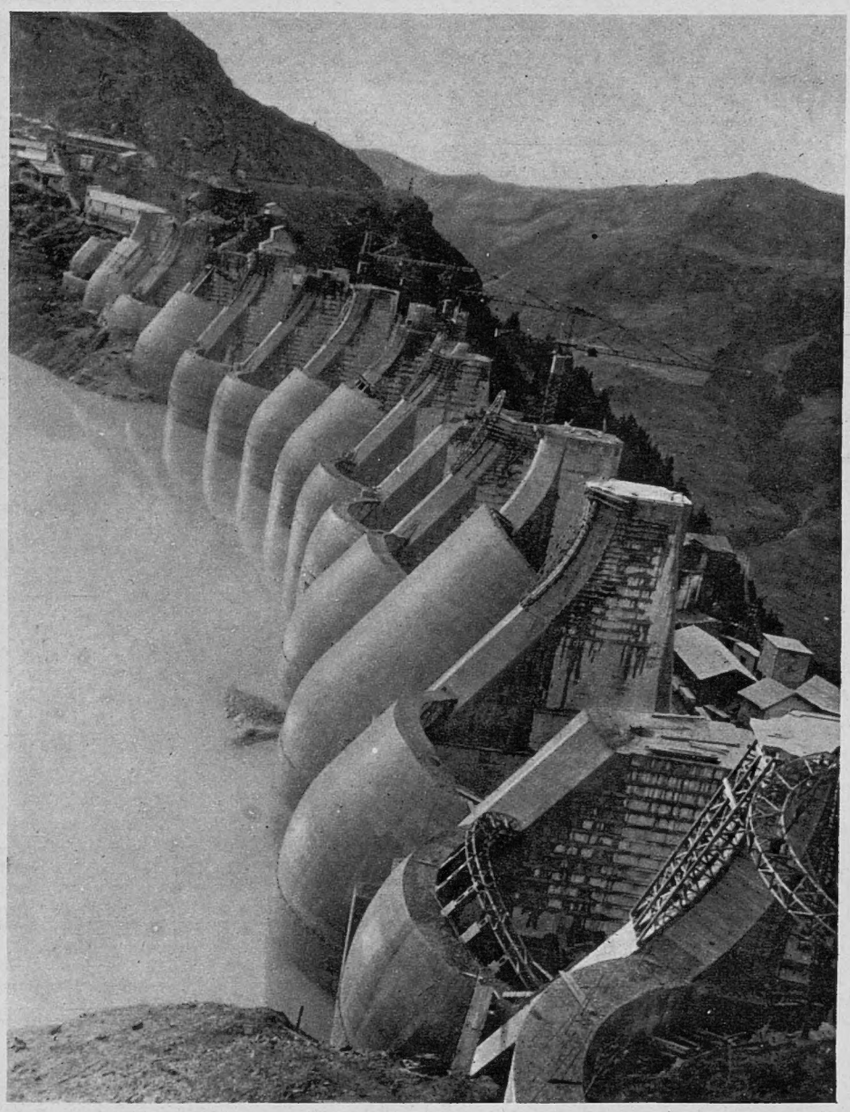
THE PREMIER WENT BY BUS: Mr. Attlee shaking hands with fellow-travellers in a London bus when on his way to attend the opening night of the pantomime "Dick Whittington" at the Troxy Cinema, in Stepney. Mr. Attlee, who had been spending Christmas at Chequers, came to London with some of his friends specially for this show. They travelled by bus from Chequers by railway to London, and by bus to Stepney, going home by the same route.

QUEUEING TO SEE THE ROYAL WEDDING PRESENTS—SOME OF THE HOSTS OF HOLIDAY-MAKERS WHO VISITED ST. JAMES'S PALACE LAST SATURDAY ON THE THIRD DAY OF THE CHRISTMAS HOLIDAY: The very considerable takings from this exhibition will be given to various charities in which Princess Elizabeth and Prince Philip are interested. In the vicinity of the Palace is Clarence House, which is now being prepared for the Royal couple.

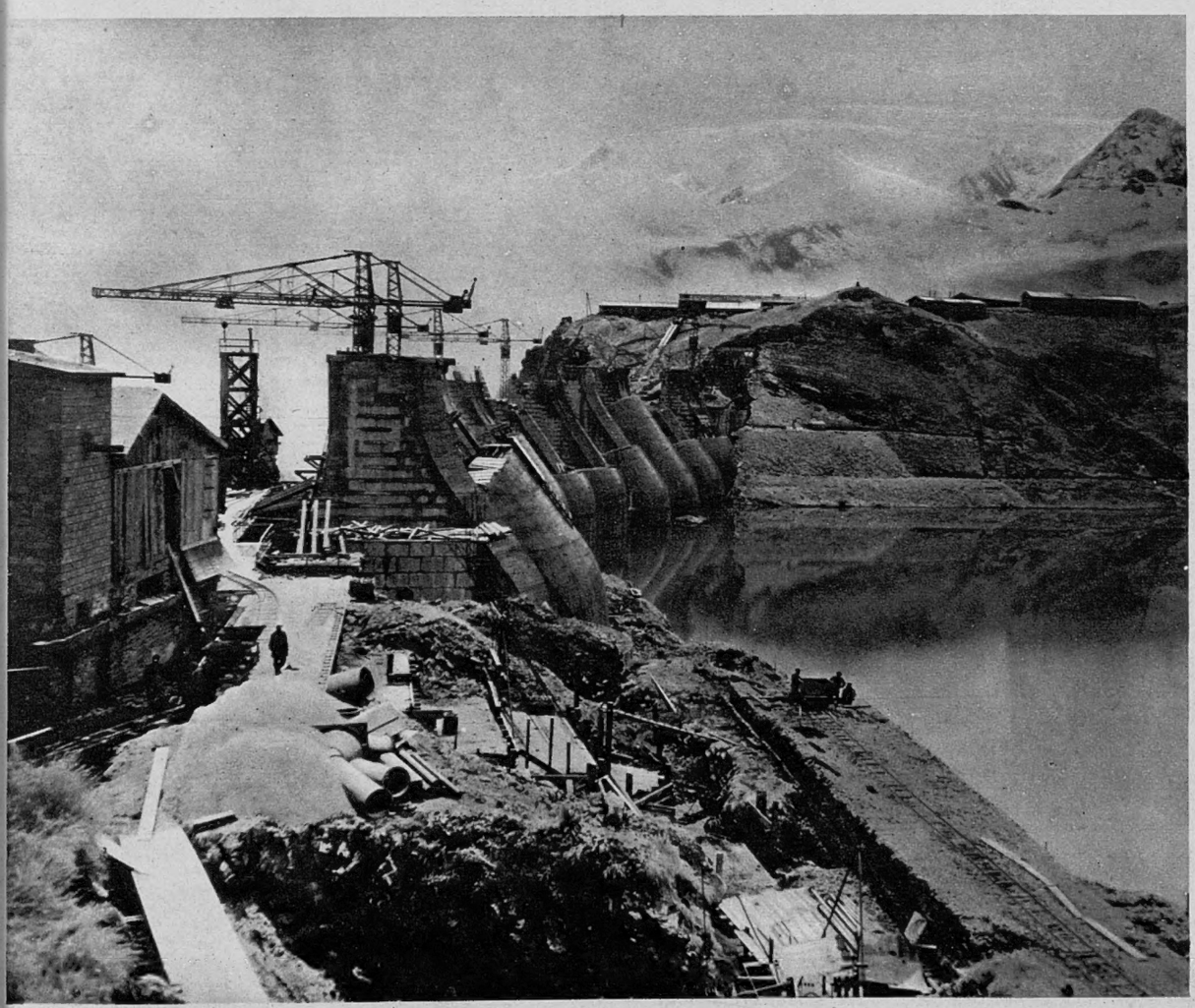
HOW THE MEN GO TO WORK ON THE GIROTTE DAM: A worker being hoisted by crane to the summit of one of the concrete barriers which will combine to form the new dam closing one end of the Lac de la Girotte. The dam is being built at an altitude of 6,000 ft. in a most inaccessible region of the Savoy Alps in South-Eastern France

BUILDING A DAM 6,000 FT. UP IN THE SAVOY ALPS

A Mighty Engineering Problem at the Lac de la Girotte



THE GIROTTE DAM NEARS COMPLETION: A general view of the barrage which is being built in the face of some very intricate engineering problems. Hauling sand, cement, equipment and workers to the dam site has to be done with the aid of high-powered cranes



6,000 FT. UP ON THE MONT BLANC MOUNTAIN SYSTEM: A general view of the dam site at the end of the Lac de la Girotte. In the background can be seen the workers' huts. The workers visit the valley only two or three times during each month

A vast hydro-electric scheme is now proceeding in South-Eastern France to provide vitally-needed power for the factories of Lyons, Grenoble and other cities. Numerous new dams are under construction, including a giant barrage at Genissiat, on the Rhone. The Lac de la Girotte dam shown on this page is very much smaller than that at Genissiat, but it is of special interest by reason of the engineering problems involved. The only connection between the dam and the outside world is a cable-car, and along this all equipment has to be brought, including vast quantities of sand and cement. The workers themselves visit the valley only two or three times a month, and each man works one twelve-hour shift a day. The pay is big, many of the men receiving as much as 50,000 francs a month, which even in these days of inflation is very high pay and compares freakishly with the 65 francs a week considered a fair wage for a French farm worker before the war.

Construction has gone ahead with speed at the Lac de la Girotte. Some of the 600 workers are former German prisoners of war who have stayed in France as free labourers and are certainly reaping a rich reward.

b

"PAMIR'S" FAST VOYAGE

The Celebrated Barque Reaches London from Wellington in Eighty Days

AFTER SEVENTY-NINE DAYS AT SEA: The four-masted barque "Pamir," a vessel of 2,796 tons, and in the years before the war one of the best known of all the grain clippers, sailing up-Channel on the last lap of her eighty-day voyage from Wellington, New Zealand, to London. *Below*—Another view of the ship with her acre of canvas gleaming in the wintry sun. In her holds were 7,796 bales of wool, some tons of tallow and sixty-four special cases of gift clothing

"PAMIR" CROSSES THE PATH OF THE WINTRY SUN: A striking pic of the four-masted barque on the closing stage of her vo from New Zealand. In her long history "Pamir" has m many good times, and in 1939 she was regarded as winner of the Australian grain race. Her latest time was sir days faster, but the route from New Zealand was 2000 miles sh

TER CUTTING A FURROW ACROSS HALF THE WORLD — THE "PAMIR," WITH EVERY STITCH OF CANVAS SPREAD, HEADING FOR DUNGENESS AFTER PASSING ST. CATHERINE'S POINT. Many people who had heard news of the barque's arrival in the Channel, lined the shore in the hope of catching a glimpse of her

The Second World War reduced the Cape Horn windjammer fleet of the world to a mere handful of vessels. The four-masted barques *Passat*, *Viking*, and *Pommern* saw the war out in the tiny Baltic port of Mariehamm; the *Lawhill* was taken in prize by the Government of South Africa, and the *Pamir*, which arrived in the Thames in Christmas week, passed from Finnish to New Zealand ownership, also as a prize. The *Pamir* is now managed by the Union Steamship Company of New Zealand, and has a complement of thirty-nine officers and men. She is under the command of Captain H. S. Collier, who was accompanied on this latest voyage by his wife. The *Pamir* was built in Hamburg in 1905 by the celebrated firm of Blohm and Voss. Before the war she brought Australian grain to this country every year, and made a number of fast passages. It was in 1941 that she was seized as a war prize, and subsequently she traded under the auspices of the New Zealand Government between New Zealand, Australia, and the Pacific coasts of the United States and Canada. Her present time for the run from New Zealand to England is markedly good, comparing well with the eighty-three days' run from Port Broughton, South Australia, to Falmouth of the four-masted barque *Parma* in 1933. The slowest run between the wars was that of the barque *Favell*, which took 220 days from Port Broughton

IS IT NOT HITLER OVER AGAIN?

An Examination of Kremlinism and Nazism By FERDINAND TUOHY

PROLONGED verbal appeasement was practised in Hitler's regard. The precept was "Don't add fuel to the fire." The effect we know. The fire blazed the more. The line of not answering back was taken for decadence. It incited to further extravagance. And finished with outrage.

With that object lesson before us, it is hardly playing fair towards a late and great ally to hide what must be in a multitude of minds. The Russians deserve to be placed beyond a peradventure of doubt regarding how bitterly we feel, and why: what a profound shock it has been to find ourselves thinking of the similarities between Kremlinism and Nazism. What a fearful shock, coming so inconceivably swiftly on the loathing and laying of the latter.

At bedrock there is the resemblance of *Mein Kampf* as gospel, and the Bible according to Marxism-Leninism. Each lays down the law which must be followed by friend and foe. Each adumbrates the superiority of its philosophy and creed over all others. Each teaches that it is a case of being triumphant or of being slain. Each thunders the existence of a viciously hostile world. With Nazism, it was the unholy alliance between Jews, international finance, and polluted democracies. With Kremlinism it is the criminal conspiracy of Wall Street imperialists, enslavers and blackmailers, Churchill warmongers and Socialist betrayers against "the freedom-loving peoples."

It is quite impossible not to think of Goebbels when confronted by Kremlinist propaganda. Exactly the same technique is followed by Moscow Radio and the newspaper stooges—of calling black white, never correcting any falseness if it helps the ideological struggle, and of hammering into the Russian people that they are forced into the position of defending themselves.

To inflate national pride and that masterly feeling, Press and radio cover with incense Russian culture, science, nobility of soul. Soviet man is solemnly proclaimed the superior of other men. Scorn and contempt are poured on the bourgeois capitalists of the West, which means all who aren't Communists. German youth was taught to sing "To-morrow the Whole World." Soviet youth is bred on the thought that Russia leads a world revolution which shall leave her the master.

Could there be anything more closely related to what was pumped into the German people in the '30's?

Then there is the parallel between total Soviet regimentation under a leader and a small group of men heading a privileged army of bureaucrats, and the utter hold over body and mind exerted by the Nazi bosses, coupled with the fact that the Russians accept it all, apparently as warmly as did the Germans. The opposition liquidated, the Russian people remain corralled in their country and perfectly credulous of all that is told them about the plotting of a wicked world.

Any show of political unreliability or disbelief and the Soviet citizen is packed off to a concentration camp, the only difference being that there's infinitely more *lebensraum* in Siberia than Himmler ever could bespeak. Even as the Gestapo kept the German camps well filled, so the N.K.V.D., or Soviet Secret Police, is omnipotent inside Russia—and not only inside. N.K.V.D., now a greatly-increased force, can take anyone it chooses and give no reason.

Is it not Hitler over again?

Quite so (some may say) but all this goes on in Russia. I recollect the same thing being said about pre-war Germany. Hitler kept repeating that Nazism was not for export, so the smart thing to say was "Let him carry on! What's it matter what he does with his own crowd?" But there came a day when Hitler changed that tune, when he said he had to carry the ideological war abroad in self-defence and now history has repeated itself in Russia.

At one time after the Armistice Stalin said he hoped to live beside other systems, which implied not interfering with them. Now comes Malenkov to announce that, so far as the Soviet Union is concerned, the whole weight of the class struggle has moved to the international arena, and that "great importance is attached to the selection and adequate training of cadres capable of assuring that the Party's line on external policy will be put into effect."

This puts one immediately in mind of Abetz as the model of the trained Nazis that Hitler distributed about the world with mission to seduce the nationals of the countries they were sent to, and to see that the Party line was put into effect through the medium of resident members of the network. Just as Abetz and his fellow-schemers nourished the advent of Vichy, so the Russians lately expelled from France were seeing that the French Communists did their stuff according to the Kremlin book of words.

Despite surface departures, Kremlinism and Nazism in diplomacy show striking similarities.

First take the fountain-head. Hitler left the League of Nations with the idea of wrecking it from outside. Russia entered the United Nations with the idea of wrecking that organisation from within. No other construction can or will be placed on the use of the Veto. The way of Kremlinism to world domination is identical with that of Nazism—by unbridled sovereignty. Vyshinsky's warmongering diatribes are on a par with Hitler's charging of others with what he was doing himself.

Soviet diplomacy takes after Nazi duality. At the table. And underneath the table.

Hitler's method at the table was to reiterate demands until his patience became exhausted. Under Kremlinism, the technique is to repeat "No!" until, it is hoped, exhaustion overtakes others. In the case of States that have got to toe the line, anyway, we see the sudden summons to Moscow as once we witnessed those peremptory summonses to Berchtesgaden.

Summonses to Moscow may be followed by invasion of a State's sovereignty—as Schuschnigg was ordered to change his Government, so the Czechs were ordered out of the Marshall Plan—or by the imposition of economic "agreements" binding smaller States to the Soviet Union which may or may not deliver what it undertakes to give in return.

Underneath the table there's no end to the similarities between Kremlinism and Nazism.

We see in each instance the great design of introducing the Trojan Horse: divide and split other nations from within, by setting class against class. Shatter their self-confidence, keep their nerves on edge by directing their thoughts to the fifth columns within the gates. So with the big ones. With the smaller fry unable to do anything about it, Kremlinism tears a page clean out of the Nazi book. We have seen it happen with satellite after satellite behind the Iron Curtain in the lands that border upon the Danube.

Feeling the Red Army and Soviet power behind them, minorities stayed nominally within the Constitution while they secured strangle-holds on key Ministries — police, armed forces, law, food, transport — by means of a graduated process which, if interrupted, could be clinched by terrorism. The murder of true liberals constitutes the crown of this thuggery by which democratically-inclined Governments are liquidated despite heavy majorities in their favour, for Soviet puppets to be reared in their stead.

Nazism had its jackals led by Mussolini. Kremlinism has its baying troupe led from Danubian Europe by Broz-Tito.

In each of these violated countries the police spy and informer, and the vulgar snooper "for the Party," are making hay. Just the same as happened wherever the Nazis went. Kremlinism commands that it be so, since only by surrounding themselves by unseen eyes can the tyrannical puppets, fruits of Kremlinism, hope to survive. I am aware there is a school which thinks it fine form to laugh these puppets off, even to extol the charming qualities of the individual. I prefer to remember how lately occupied countries found Hitler's puppets the most savage of all when in command.

One could go on quite a while, fetching out similarities without straining things. They are only too plain.

Take the *fausse bonhomie* practised by the ebullient Kremlinists over copious libations and repasts that the Westerners fell for. Why, Ribbentrop, Goering and Co. used to make a speciality of that! Pulling the wool over! "Of course . . . see what good fellows we are!" With Goering, such showmanship was part and parcel of his daily routine. It was in his guise of joviality that he genuinely delighted to be recognised by the German public and the world at large.

Take the cat-and-mouse method of leaving a State in suspense, and returning to it with a sop when it is necessary to recoup from failure elsewhere. A favourite gambit with Hitler. And with someone else.

Even *The Times* is venturing on similarities. I quote "A number of Soviet writers have gone so far as to maintain that the Socialist States, with Russia at their head, are the only true exponents of such principles as justice, equality, and independence. . . . One cannot help being reminded of the similar claim to a monopoly of the interpretation of justice which was advanced in its time by the apologists of the German National Socialist 'theory' of international law."

Of course there are frequent dissimilarities between Kremlinism and Nazism—which I compare in its pre-war state, not when it had added 12,000,000 murders to its record! The most glaring difference is the absence of Hitler's horrible Jew complex. Jews are not happy east of Stettin-Trieste, but neither are they butchered. Some are to be found in Russia's highest positions.

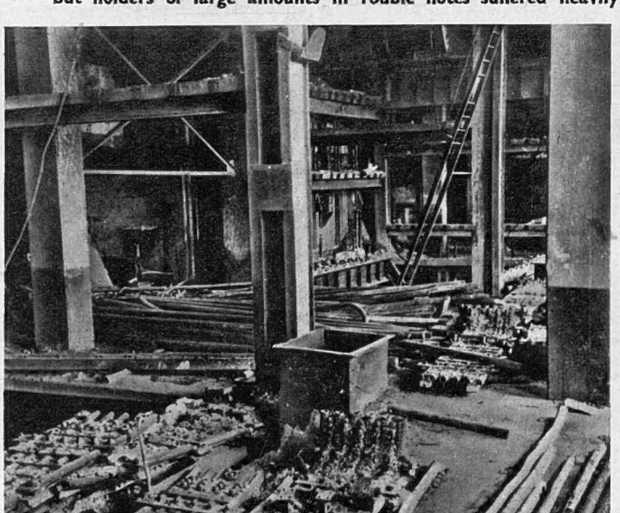
Another big dissimilarity concerns the composition of the various Communist parties owning allegiance to Moscow, and their fifth-column forerunners who prepared the way for Hitler. The latter were a queer jumble, some good, some bad. A pure streak runs through the Communists, who are much more of a family, a fanatical family which wants to do the same thing with the rest of us, as did the jumble.

Kremlinism does not trade on the display of force, whereas the Nazis loved to *marschieren, marschieren*. Policy is to keep the Red Army, and its higher officers, in the background, which is in keeping with the more secretive Soviet attitude typified by that historic piece, the Iron Curtain. Wanting foreign currencies, the Nazis threw open the gates. Nor were they averse to showing off.

They fed on a crazy, emotional mysticism, greatly different to the cold realism breathed into Kremlinism by its chief. The Russians have no S.S. and S.A. stamping and heiling. The nearest they get to coloured shirts, mass hysteria and the Nuremberg Rally are those rather frightening marches that flood Red Square, a hundred humans wide, seemingly without end.

RUSSIA DEVALUES THE ROUBLE AND ENDS RATIONING

BUYING UNRATIONED BREAD AT A MOSCOW BAKERY: This picture was taken on the first day of the new ration-free trading. Prices were pegged down to a level within the reach of all, but at the same time the currency was devalued by the replacement of the note issue. Those fortunate few with bank accounts emerged with their credit partly reduced, but holders of large amounts in rouble notes suffered heavily



STRIPPED BY THE RETREATING SOVIETS: This picture comes from Fushun, the once Japanese-run industrial city in Manchuria and one of Japan's largest wartime arsenals. It shows how the Red Army has removed all the equipment, taking it across the border into Siberia. Every factory in Fushun has been similarly gutted

HAGANAH GOES TOO FAR: Members of the Royal Irish Fusiliers sorting out grenades, rifles and Stens after descending upon a house in the Jaffa area where members of the Jewish Defence Army (Haganah) had a secret arsenal. They arrested the members of Haganah and took them off for questioning, presumably on the score that they did not appear to be confining themselves to defensive operations. Since the Arabs started sniping at the Jews on the Jaffa-Tel Aviv boundary Haganah has recruited 25,000 volunteers in Tel Aviv alone. The volunteers man rooftop positions. Only a few have disregarded their instructions to eschew offensive operations

THREE HAGANAH MEMBERS ARE MARCHED OFF FOR QUESTIONING: Soldiers of the Royal Irish Fusiliers with a girl and two youths found in unlawful possession of a large quantity of arms and ammunition. They were subsequently questioned as to how they had obtained possession of British-made arms

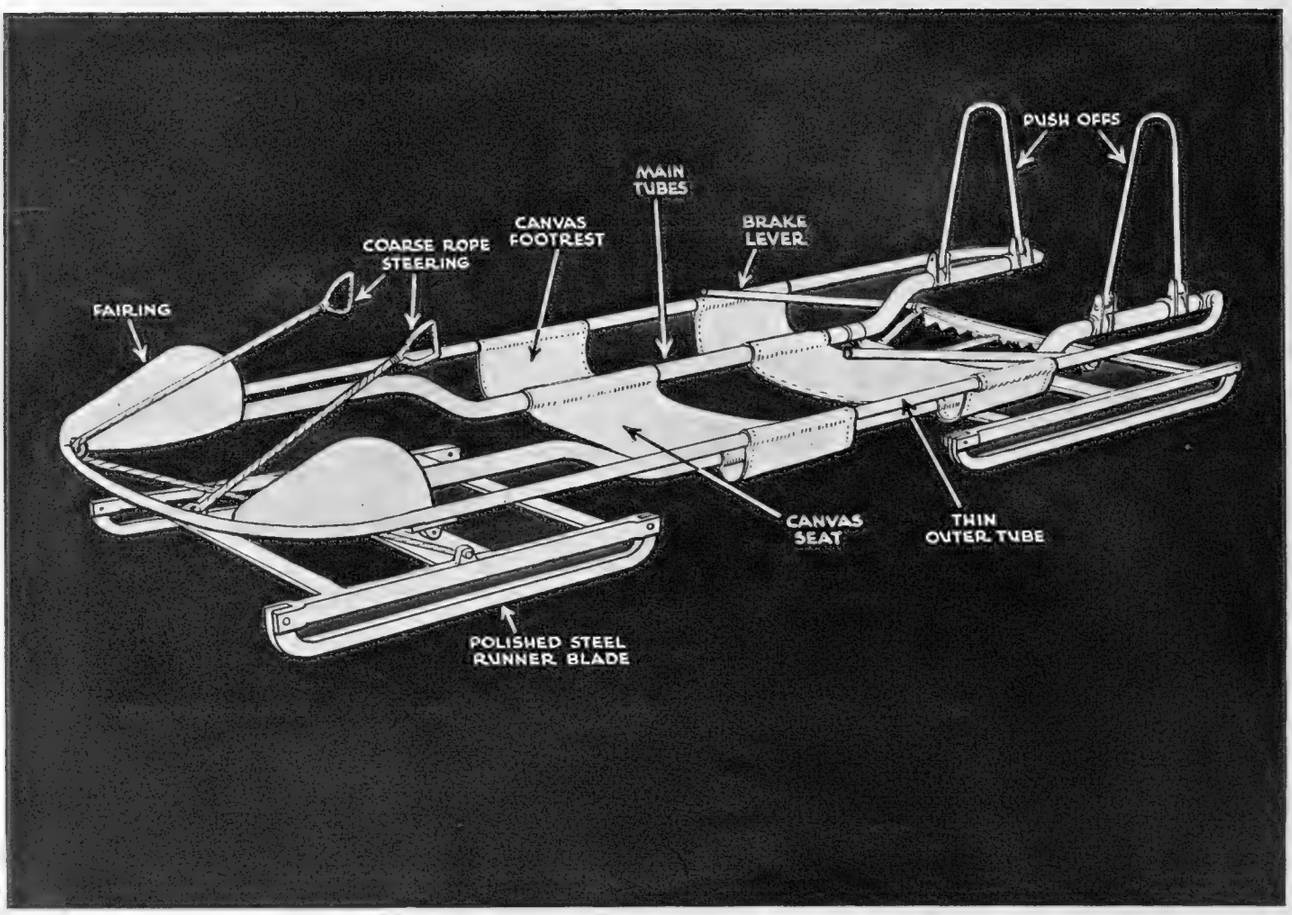
ANOTHER PHASE OF HAGANAH ACTIVITY: This armoured "pigeon-house" is used by Haganah volunteers for escorting workers in safety on the main roads of Palestine. The "pigeon-house" usually travels in convoy

HAGANAH GETS BUSY

But Some Members of the Jewish Defence Army Have Been Arrested For Unlawful Possession of Arms

HAGANAH AND THE JEWISH POLICE WORK TOGETHER: Here they are taking an Arab into custody at Tel Aviv, where sniping by Arabs terrorised the population living on the Jaffa-Tel Aviv boundary

A JEWISH CONVOY HEADING FOR THE POTASH PLANT BY THE DEAD SEA: Travelling just behind the patrol car is the "pigeon-house," the steel-plated contraption improvised for the benefit of workers who have been subjected to sniping on the roads. Many Jewish settlement workers have lost their lives in recent weeks when travelling from their settlements to Jerusalem. It has been one of Haganah's most important self-imposed tasks to provide convoy guards



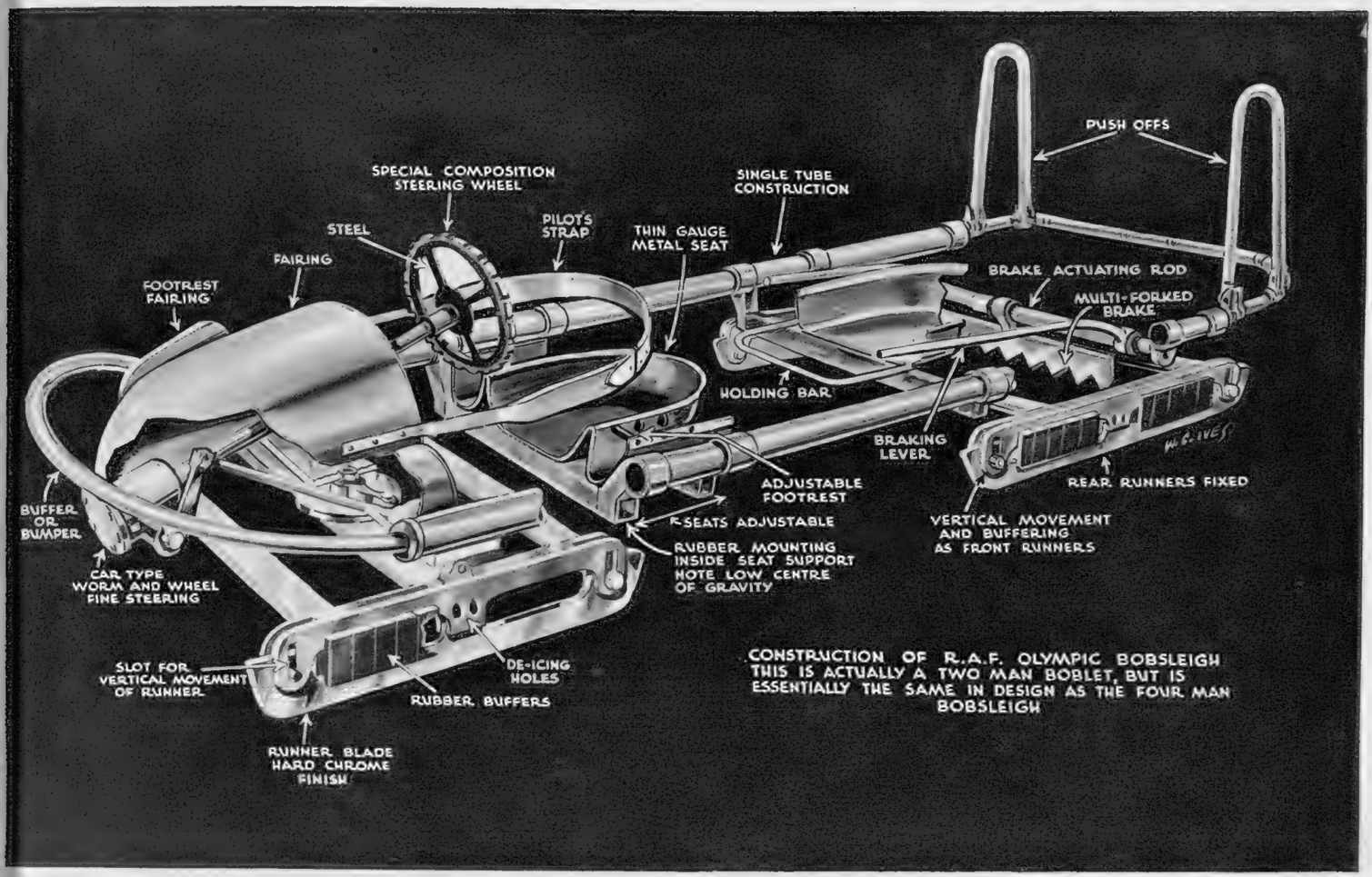
NO LONGER GOOD ENOUGH TO WREST A WORLD CHAMPIONSHIP—THIS WAS THE OLD-TYPE DESIGN FOR THE TWO-MAN BOBLET AND THE FOUR-MAN BOBSLEIGH WITH WHICH BRITAIN COMPETED IN MAJOR EVENTS ON THE CONTINENT: Last year the British R.A.F. team which went out to St. Moritz under Group Captain Raymond Collings and took part in the World Championships found itself outclassed in the matter of equipment, but able to hold its own as regards individual skill. In consequence, bobsleighs and boblets were borrowed, and the team gave a really good account of itself. The same team will compete for the Olympic titles in the forthcoming games at St. Moritz, but this time they will have up-to-date bobsleighs and boblets made to their own specification

BRITAIN'S 60 M.P.H. BOB-SLEIGHS

We Build Super Equipment for the Olympic Winter Sports

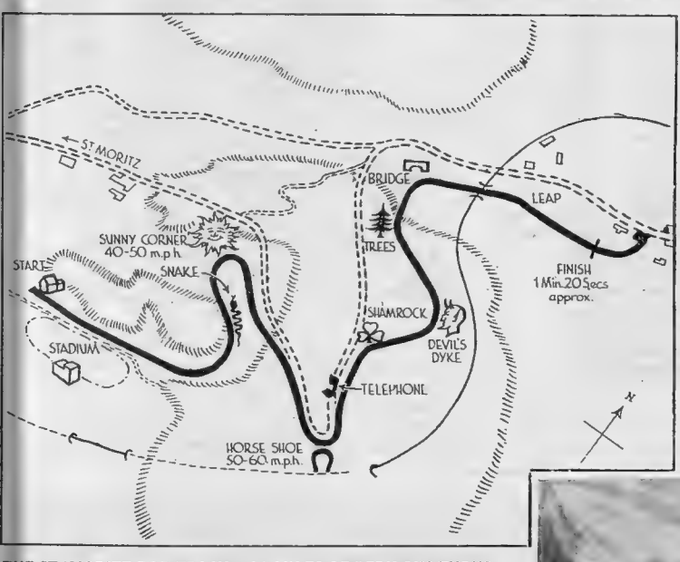
The bobsleigh shoots down the St. Moritz run at 60 m.p.h. or faster, and over the whole course it averages 47 m.p.h. Split seconds count, and a little extra friction can make all the difference between victory and defeat. This January, as a result of the experience gained by our R.A.F. team in the World Championships in January 1947, that same team is going to make a determined bid to wrest the Olympic bobsleigh and boblet titles in the winter games at St. Moritz. The pictures on these pages show the elaborate new equipment our men will have at their disposal as compared with the old equipment, and also the nature of the course over which our men will have to ride. Our new bobs will undoubtedly measure up well to the foreign models

THE OLYMPIC LEAP AT ST. MORITZ: *On left*—A general view of the course and (*above*) a competitor seen at the moment of leaping, his body poised far above the spectators in the grandstands. The jumping in the forthcoming winter sports section of the Olympic Games promises to be particularly exciting. The record of 72 metres for this jump was set up in 1931 by the Norwegian Sigmund Ruud. His countrymen threatened this record last winter, but an improvement on it is not likely to be great. For both layman and connoisseur the bodily grace of a good ski jump is a joy to watch

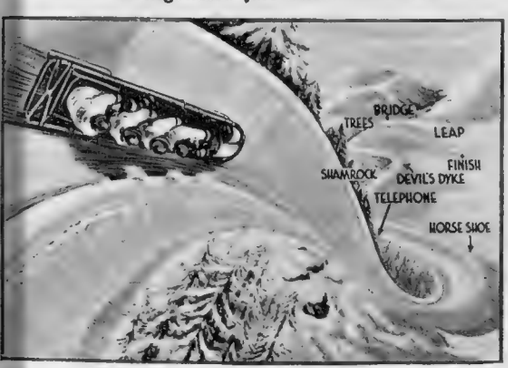


CONSTRUCTION OF R.A.F. OLYMPIC BOBSLEIGH THIS IS ACTUALLY A TWO MAN BOBLET, BUT IS ESSENTIALLY THE SAME IN DESIGN AS THE FOUR MAN BOBSLEIGH

LINES OF SPEED—THE OLYMPIC-TYPE BOBSLEIGH AND BOBLET DESIGN PRODUCED TO R.A.F. SPECIFICATIONS BY A WELL-KNOWN FIRM OF AIRCRAFT MANUFACTURERS WITH A VIEW TO WRESTING THE OLYMPIC TITLES AT ST. MORITZ: The runner blades have a hard chrome finish, thus reducing friction to a minimum. The secrets of design learnt last year at the World Championships have been incorporated in these new models. The four-man bobsleigh has a weight of 100 kilogrammes. This is a standard specification to which all competitors must conform—*Drawings by W. C. Ives*



THE ST. MORITZ BOB-TRACK—1½ MILES OF PERILOUS TURNS: A sketch-map of the course over which the Olympic titles will be decided on January 30 and 31 (boblets) and February 6 and 7 (bobs). Sunny Corner, not far from the start, is a favourite point for spectators. Most of the spills occur at the Leap, which is negotiated just before the finish



THE "WALL OF DEATH" AT SUNNY CORNER: An artist's impression of a bobsleigh team in action at a spectacular point on the St. Moritz course. Much depends upon the driver and the brakeman, but the two other crew members can also play a vital part in cutting split seconds in the course of the descent

Bobbing is perhaps the most thrilling of all winter sports. It is also an exact science, and those who just roar down the track in a sportsmanlike and enthusiastic manner will get plenty of thrills, but they will never win any championships. Over and above the individual performance in a team, however, success depends on the equipment, and as our men found out at St. Moritz last year, pre-war reconditioned machines were seconds slower over the course than the magnificent chromium-finished bobsleighs and boblets designed by the Swiss world champion, Feierabend. Now, however, Britain has caught up in technical detail, and with valuable experience gained in the 1947 championships, the team approaches the forthcoming Olympic events with a strong hope of success. The St. Moritz bob-run is shown in diagrammatic form in a drawing on the left. The first big turn is "Snake," a very aptly-named turn, and then there is the steeply-banked Sunny Corner, which is taken at 40 or 50 m.p.h. At Horseshoe the speed has increased to approximately 60 m.p.h. Last of all is the dreaded Leap

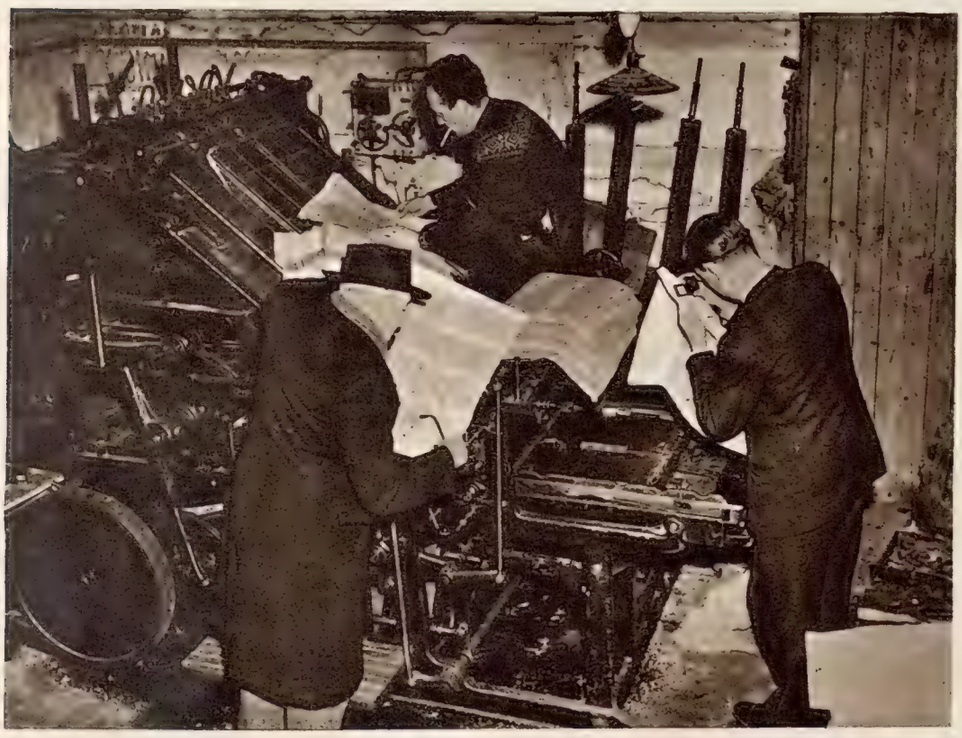
Below—**WORLD CHAMPIONS IN ACTION: Feierabend and Waser, who won the boblets title at St. Moritz in 1946, seen as they hurtled down the course. During these championships Feierabend was of great assistance to the inexperienced British team**

BRITISH TROOPS LEAVE INDIA and U.S. TROOPS LEAVE ITALY

Some Aspects of the Foreign News at Christmastide

THE LAST AMERICAN TROOPS LEAVE ITALY: Men going aboard the Transportation Command vessel "Admiral Sims" before she left Leghorn with 1,356 enlisted men and 97 officers. The evacuation is in accordance with the terms of the Italian Peace Treaty, and only a graves registration unit and a small liquidation unit now remain behind in Rome. These are not classed as occupation troops. It was expected that the "Admiral Sims" would reach the United States just before Christmas

THE RED CAPS LEAVE THE INDIAN CAPITAL: Major-General L. G. Whistler, commanding British forces still in India and Pakistan, inspecting members of the 16th Brigade Group Provost Unit at Irwin Stadium before their departure from New Delhi. Royal Scots Fusiliers and the East Lancashire Regiment also took part in the parade. On the departure of these British troops only two skeleton Brigade Groups were left



DEDE LA BOULANGE IS CAUGHT AGAIN: French economic police inspecting forged bread tickets beside the printing press in the Rue Pierre Timbault, Paris, where the notorious underworld character, Dede La Boulange, is alleged to have worked on a vast scale. Earlier in 1947 he was released from gaol after serving a term for banknote forging. Bread-ration tickets are not particularly difficult to copy, but differences in paper and type led to Dede's latest apprehension

WITH THE BAND OF THE ROYAL SCOTS FUSILIERS: Major-General L. G. Whistler talking to a corporal during his farewell inspection at Irwin Stadium, New Delhi. The pipe band of the Fusiliers led the subsequent march-past. Two days later the farewell ceremony was repeated in the presence of Earl Mountbatten, India's Governor-General. For the time being certain British officers are continuing to serve in both the Indian and Pakistan armies

SHINING AS AN EVERGREEN TRIBUTE TO AMERICA'S WAR DEAD: A view looking up Park Avenue, Manhattan, from the Grand Central Terminal building, and showing the thirty Christmas trees placed at the intersections from 34th Street to 96th Street. The trees remained on the Avenue throughout the Christmas and New Year holiday period, and each tree had 300 lamps of various colours which were lit at dusk. The scheme was sponsored by the Park Avenue Association as a tribute to those of all services who gave their lives in the Second World War. London had a very similar Christmas tree, a gift to the metropolis from the Norwegian Government. It stood in Trafalgar Square

THE NEW COMET WITH FIVE TAILS AND A DOUBLE NUCLEUS: The comet seen across the rooftops of Melbourne where many thousands of citizens came out in order to observe it. In many parts of the Southern Hemisphere the comet was seen in the second week in December, and it was photographed both in Melbourne and Bloemfontein. The comet passed through its perihelion on December 2, six days before its discovery, and it has since been receding both from earth and sun. As it moved slowly north-eastward among the stars it became observable in Great Britain, at first low in the south-western sky at the onset of the evening twilight. Three tails of the comet are 20 degrees long

THE ARABS ANNOUNCE THEIR DETERMINATION TO ENTER BATTLE AGAINST THE UNITED NATIONS: Members of the Arab League are seen gathered on a balcony (right) during a demonstration in the streets of Cairo after the War Council of Arab League Premiers and Foreign Ministers announced its determination to fight the partition of Palestine. The official statement issued by the War Council declared that the representatives of Egypt, Saudi-Arabia, Iraq, Syria, Transjordan, and Lebanon had agreed to take decisive measures to stop the proposed division of the Holy Land into separate Jewish and Arab States. It bitterly attacked the mandatory Power, and added: "People who are strangers to Palestine, coming from different parts of the world, are taking away from the Arabs by all means in their power Arab lands and sources of existence. The mandatory Power has given these intruders the possibility to form a well-equipped and trained army, which during the past few years has become a source of terrorism and ruin in the country." Criticising the General Assembly's decision to partition Palestine, the Council stated: "By this decision the United Nations violated the rights of nations to self-determination"

TOBACCO PEDDLERS DISPLAY THEIR WARES IN UENO STATION, TOKYO: Because of the tobacco shortage in Japan, tobacco recovered from discarded cigarette-butts is used to make new cigarettes, which are then sold for two yen each. Many peddlers earn as much as 300 yen a day as compared with white-collar workers, who earn an average of 65 yen a day. The tobacco shortage has been caused by the loss of tobacco imports from the island of Formosa, and the conversion of tobacco fields into vegetable farms

A GRAVEYARD OF AMERICAN BATTLESHIPS: The "Idaho" (left foreground), the "Wyoming" (right foreground) and the "New Mexico" (left background) lying alongside a pier at Port Newark, New Jersey, where they are being scrapped. The *Wyoming* is the latest arrival at the pier, and it will be seen that her gun turrets are still protected by round, white coverings. The *New Mexico* was completed in April 1917 and is a sister-ship of the *Idaho*. The Navy Department is replacing them with the *Kentucky* and the *Hawaii*, the latter being America's first missile-carrying warship

A LOS ANGELES HEAT TEST: Using themselves as "guinea-pigs," six scientists at the University of California have cooped themselves up in a sealed room considerably hotter than boiling water to prove that pilots would be able to stand the heat generated by friction when aeroplanes travel at 1,000 miles per hour. They proved that the human body can stand temperatures up to 250 degrees Fahrenheit. For periods of 14½ minutes the scientists, headed by Dr. Craig Taylor, took turns in the chamber. One of the student volunteers, Mr. Friedlander, is seen in this picture being removed from the chamber

883 JEWS SAIL FROM A SECRET PORT IN ITALY

A New Phase in the Story of Illegal Immigration

Last year details were given in THE SPHERE of many phases of the story of illegal Jewish immigration, a story of supreme organisation evidencing the unyielding determination of Jewish people to shake the dust of Europe from their feet. Much of this illegal immigration took place in 1947 from the port of La Ciotat, not far from Toulon. Now, it would appear, a new base of operations has been set up in Italy. The pictures on these pages record the embarkation of 883 immigrants on the schooner *Lo Tafidunho*, and they reveal the extent of the new immigration organisation now existing in Italy. The immigrants were brought to this secret port, which may have been in the region of Civita Vecchia, in a number of luxury buses, and it was on arrival that the photographer who took these pictures was unblindfolded and allowed to start work. It appears that no objections were made to the immigrants leaving their camps in Italy, but the whole embarkation was carried out without the knowledge of the police or the coastguards. The fact that the immigrants were intercepted off the Palestinian coast is no deterrent to those who will inevitably follow them from Italy and Bulgaria.

THE REFUGEES REACH THE SECRET PORT ON THE WEST COAST OF ITALY: They arrived by buses in the middle of the night, and were escorted across the dunes to rubber boats which took them out to the 200-ton schooner bound for Palestine. The effort was most elaborately planned

THE IMMIGRANTS SET OUT ON THEIR ADVENTUROUS VOYAGE: *Below* and *on right*—These two pictures were taken as the passengers embarked on the surplus American rubber rafts which took them out to the waiting schooner. The rafts were hauled to the ship by a quarter-inch cable

THE IMMIGRANTS SAY GOOD-BYE TO EUROPE TO FACE AN UNCERTAIN FUTURE IN THE HOLY LAND AND, AT ANY RATE, TEMPORARY CONFINEMENT IN THE CAMPS OF CYPRUS : These two pictures show the rubber boats plying their way across the harbour at the secret port where the 883 illegal immigrants embarked. By using ropes and wire cables they pulled themselves across to the schooner, and a skeleton crew then returned for the next load. There were no casualties

BOARDING THE 200-TON SCHOONER : A party of immigrants climbing aboard the vessel which later in the night set out on its thirteen-day voyage to Palestine. During the voyage the vessel was named "Lo Tafidunho" ("Unafraid")

Below—

SCALING THE LADDER FROM A RUBBER DINGHY TO THE DECK OF THE SCHOONER "LO TAFIDUNHO" : This picture was taken by flashlight during the night operation which was carried out unknown to the Italian police and coastguards. The "Lo Tafidunho" was sighted by reconnaissance aircraft thirteen days after leaving the west coast of Italy and about 100 miles from the Palestine coast. It was then shadowed by three destroyers till it reached territorial waters, when a naval party boarded, meeting no resistance. Most of the immigrants were transferred to the "Ocean Vigour," which sailed for Cyprus, and the immigrants are now in one of the camps near Famagusta. Since then 11,900 other illegal immigrants are reported to have sailed from the Bulgarian port of Burgas

HOW THE SCHOONER WAS FITTED OUT FOR THE VOYAGE : Some of the immigrants in the narrow quarters which they occupied during the thirteen-day voyage to the coast of Palestine. Each person had the minimum of space in order to allow for the maximum possible number of passengers

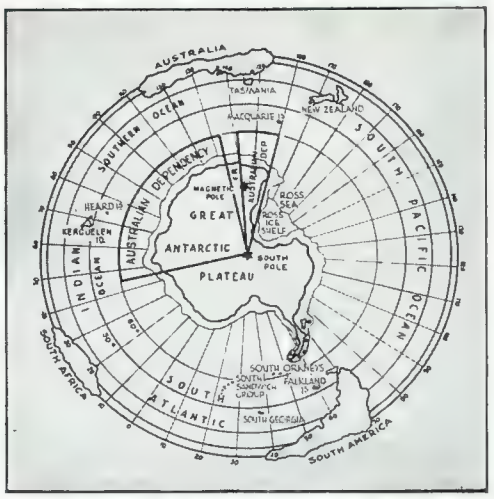
AUSTRALIA PROBES ANTARCTIC SECRETS

The 1947-48 Expedition Sets Out for Lonely Heard and Macquarie Islands

The year 1947 witnessed the start of a new period of activity in Antarctic exploration. A great deal of nonsense appeared in the Press about the international race to find uranium on the polar continent, and it was rumoured that the United Nations might have to decide rival land claims, Argentina claiming sovereignty over Graham Land, an area Britain has explored with the research ship of the Falkland Islands Dependency Survey. At the moment two expeditions are beginning operations in the Antarctic, a United States expedition consisting of two Navy ice-breakers which are going to try to force their way through the ice round one half of the continent, and an Australian expedition under Group Captain Campbell, who, with Lincoln Ellsworth's celebrated research ship *Wyatt Earp*, is hoping to wrest many important scientific and economic secrets from the vast territories comprising Australian Antarctica. Group Captain Campbell served with Sir Douglas Mawson, being in charge of flying operations on his last two expeditions. He has chosen Heard and Macquarie Islands as his meteorological stations, and the pictures of Macquarie on these pages were taken last year during his preliminary aerial survey.

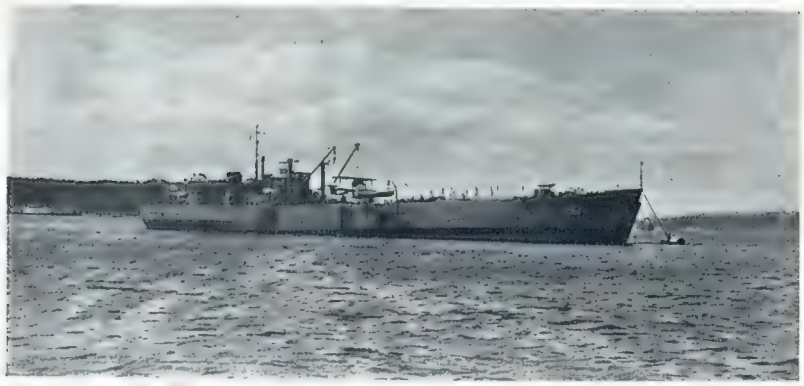
Group Captain Campbell sailed from Melbourne just before Christmas in the *Wyatt Earp*, which has been completely refitted at Adelaide. Built in 1919 for the Norwegian fishing trade, the *Wyatt Earp* (403 tons gross) has been to Antarctica five times. Lincoln Ellsworth passed her to the Tasmanian Government, and when war broke out she was acquired by the Royal Australian Navy and then renamed the *Wongala*

WIRELESS HILL STANDS SENTINEL AT THE NORTHERNMOST TIP OF GRIM MACQUARIE : This aerial view was taken from the Australian bomber which carried out in March 1947 a photographic reconnaissance of this remote island lying on the Antarctic fringe. Macquarie, once a famous sealing ground, is in latitude 55 degrees and 1,300 miles south of Melbourne. It will play a vital part in the Australian Antarctic expedition which has lately set sail, a meteorological research station being established there. A second station is being set up on Heard Island. It is possible that Macquarie will be the expedition's main base for operations

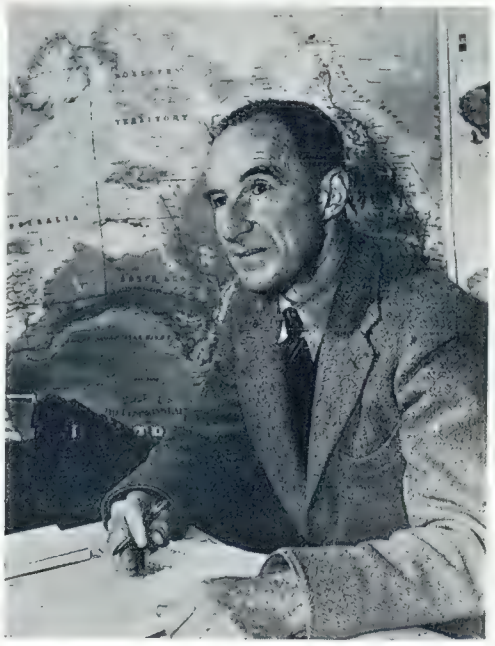


WHERE THE TWO RESEARCH STATIONS ARE BEING ESTABLISHED : A sketch-map of the Australian Antarctic showing Heard Island, midway between Durban and Fremantle, and Macquarie Island, 1,300 miles south of Melbourne. The two islands are 5,000 miles apart. The research stations will be manned for a period of about fifteen months, but that on Heard Island may become permanent

MIST-BOUND CAPE LORENTZ, ONE OF THE CHIEF LANDMARKS OF HEARD ISLAND : This bleak, glacier-capped island was last visited by the British, Australian and New Zealand Antarctic Expedition of 1929-31, which was led by Sir Douglas Mawson, the veteran Australian polar explorer. During the present expedition the meteorological station on Heard Island is being manned by fourteen scientists. They set sail for the island in November on board the landing craft No. 3501



L.S.T. 3501 BEFORE LEAVING SYDNEY : The landing craft of the Royal Australian Navy which has taken the fourteen meteorologists to their lonely post on Heard Island. It is painted a brilliant orange to enable its Walrus reconnaissance plane to find it against the white background of the Antarctic



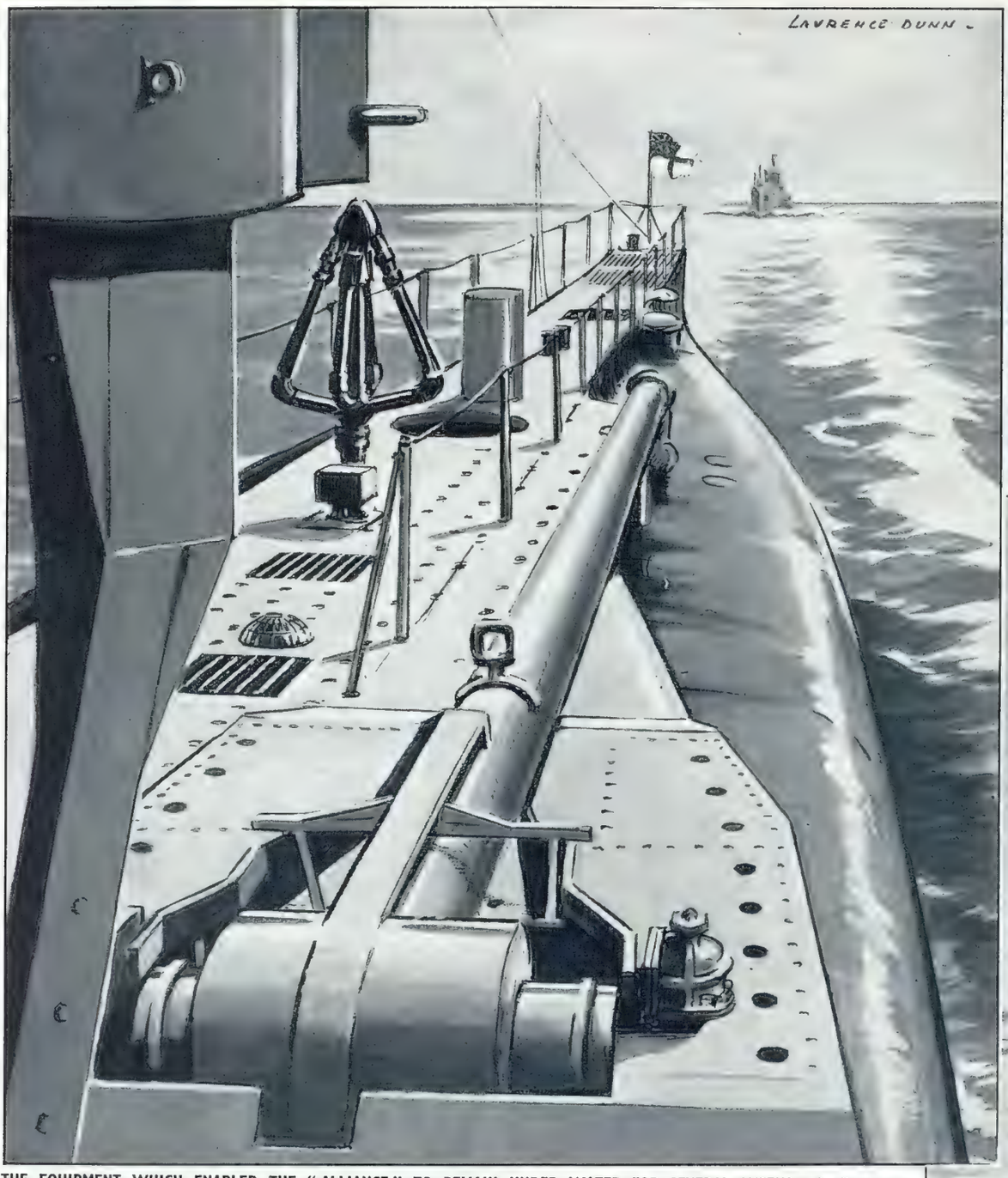
LEADING AUSTRALIA'S 1947-48 EXPEDITION : Group Captain Stuart Campbell, of the Royal Australian Air Force, who served with Mawson on two expeditions and was awarded the Polar Medal

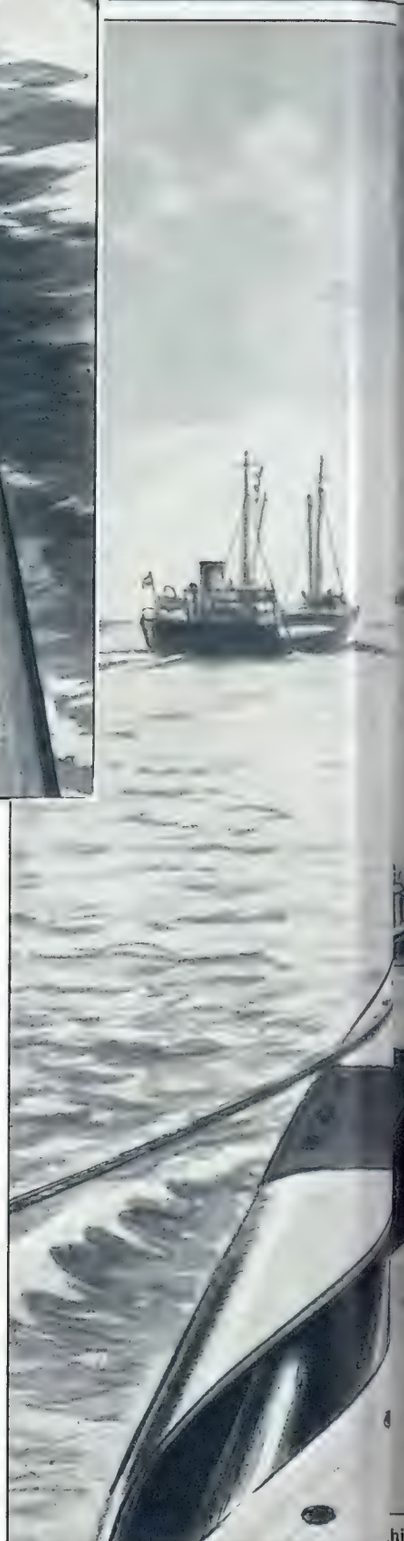
THE HEADQUARTERS SHIP OF THE EXPEDIT
once again named the "W Earp
Australia, where she was for
ture. She has now been ed w

MACQUARIE FROM THE AIR — ANOTHER VIEW OF THE NORTHERNMOST TIP OF THE ISLAND, SHOWING AT THE BASE OF WIRELESS HILL TRACES OF THE HUT BUILT BY SIR DOUGLAS MAWSON, WHO IN THE 1930'S TOUCHED AT MACQUARIE IN THE COURSE OF HIS EXPLORATORY JOURNEY ALONG THE ANTARCTIC COAST: Macquarie for the most part consists of a great central plateau from which rise, often sheer from the sea, individual peaks of 1,500 ft. or more. One of the first explorers to mention the island was Wilkes, who called there in 1840. At one time it was used by commercial expeditions; the photographic aerial reconnaissance in 1947 revealed remnants of the machinery employed by members of those expeditions to render "sea-bird oil" from the penguins captured along the shore. Some equipment was also left behind by seal-hunters. Macquarie is about 20 miles long and barely 4 miles wide

PEDITION: The "Wongala," now Earp," seen at Adelaide, South for her latest Antarctic adven- ed with a 480-h.p. Diesel engine

LOOKING SOUTH-EAST ALONG MACQUARIE: Another aerial view taken from the Lincoln bomber which flew to the island in March 1947, making the non-stop journey to and from Macquarie in 14½ hours. The 2,800-mile trip took place in adverse weather. The photographs obtained have provided vital data for the organisation of the expedition. They showed that the island has some trees and shrubs in sheltered places. It is covered with grassy vegetation on the lower slopes





THE EQUIPMENT WHICH ENABLED THE "ALLIANCE" TO REMAIN UNDER WATER FOR SEVERAL WEEKS: A diagrammatic drawing looking aft on board H.M. Submarine "Alliance," showing the Snort in its housed position. The leading edge (uppermost) is rounded, but the after trailing edge is V-shaped and fits into a recess in the superstructure of the submarine. A valve at the top prevents any possibility of water entering the air intake when it is in operation. The triangular fitting in the centre of the deck is a wireless direction-finder

THE SNORT AND THE SCHNORKEL

The Submarine Breathing Apparatus which Played its Part in the Recent Submersion of the "Alliance," Compared with the Original German Device

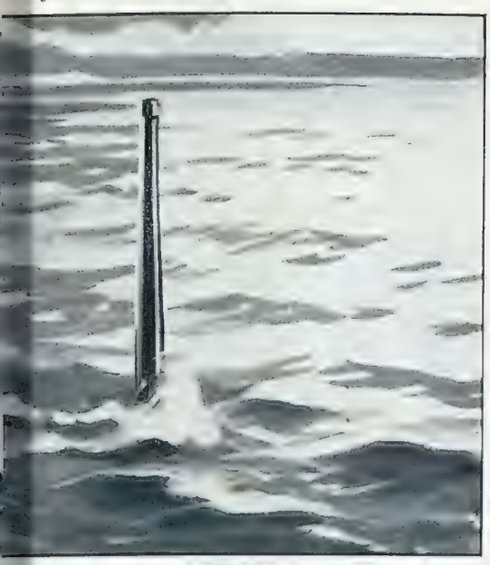
The recent underwater tests carried out in the submarine *Alliance* off Sierra Leone have clearly demonstrated the value of the Schnorkel, or Snort as it is called in the Royal Navy. This device, which enables submarines to "breathe" and use main Diesel engines under water, has now become a standard fitting for our latest submarines, and is to be added to others as they undergo overhaul.

The period spent cruising under water has been described as lasting "some weeks," and was aimed at testing physical conditions on board, and in spite of it being made in tropical waters, very little discomfort was felt by those on board. Although a doctor was carried, there was only one case of temporary illness, and boredom appears to have been the greatest trial. The usual diversions of cards and wireless were supplemented by frequent cinema shows. The *Alliance* is a new submarine and was only launched in July 1945 by Vickers-Armstrong Ltd., Barrow. She is under the command of Lieut. K. H. Martin. The "A" class have a standard displacement of 1,120 tons. On the surface their actual load displacement is 1,385 tons and submerged it is 1,620 tons. They have a length of some 280 ft. and an extreme breadth of 22 ft. 3 ins. Direct-drive Diesel engines of 4,300 s.h.p. give them a surface speed of 19 knots, while electric motors provide power for 8 knots under water. The armament comprises ten 21-in. torpedo-tubes, one 4-in. gun and one 20-mm. Oerlikon.

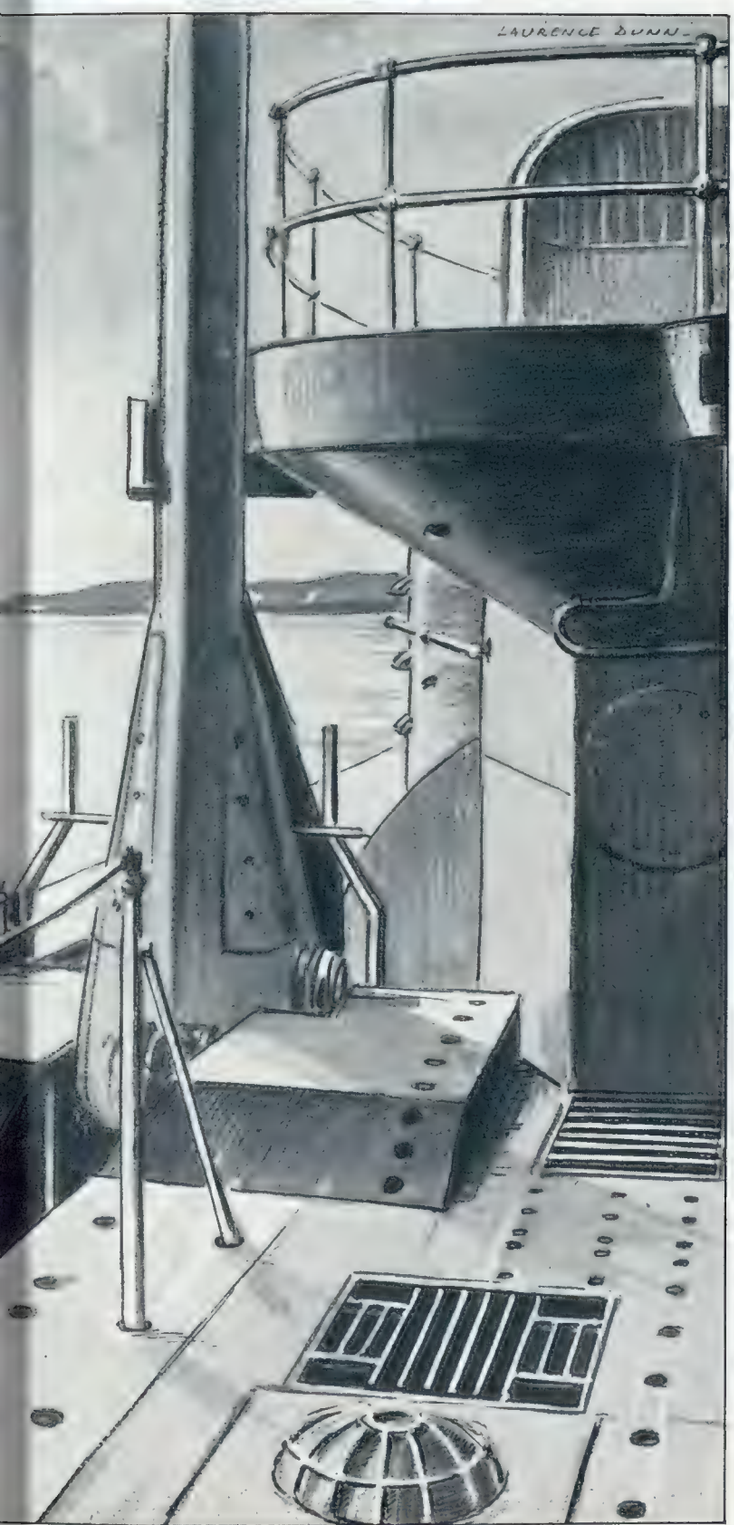
It was in September 1944 that the German radio first mentioned the introduction of the Schnorkel in their U-boats, adding that experiments had commenced in 1943. The German craft had the Schnorkel fitted on the forward side of the conning-tower so that, when raised, the flow of water would help keep it in an upright position. The submarines of the Royal Navy, however, have the device fitted on the after-side of the conning tower, relying on a locking device to keep it in position.

On right—**H.M.S. "ALLIANCE" IN ACTION ON THE SURFACE: A recent picture of the craft which has revolutionised underwater operations**

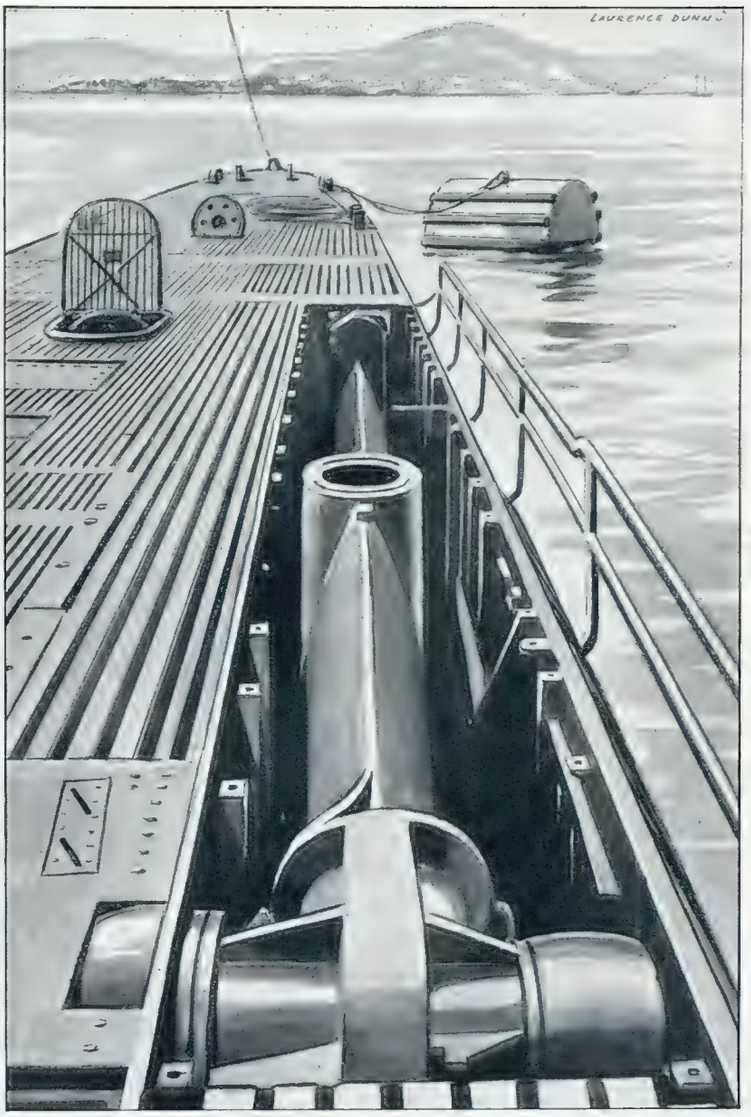
ON BOARD "ALLIANCE," WITH SNORT RAI... In the deck recess may be seen one o... the engine-room than in the German... A typical German ...



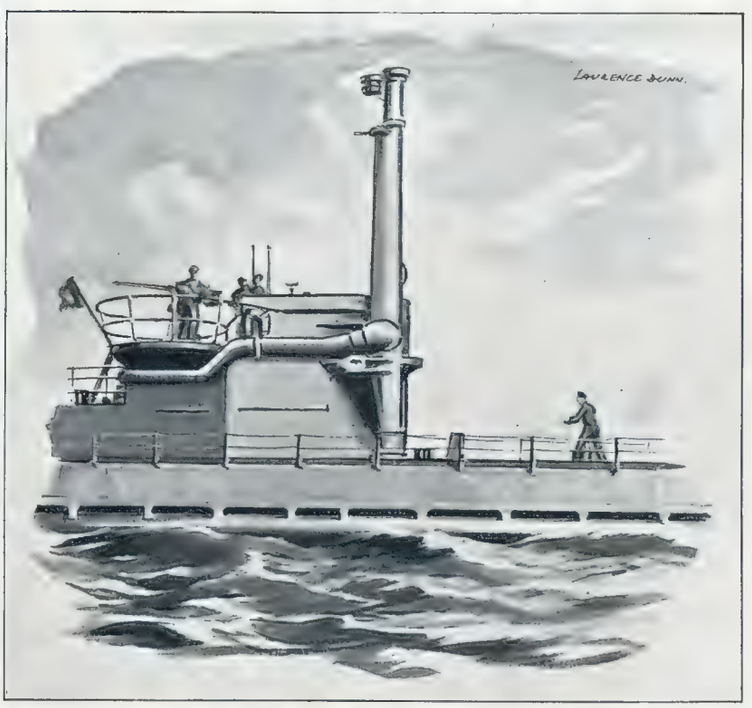
On left—**A BRITISH SUBMARINE SUBMERGED, WITH SNORT IN OPERATION:** The exhaust is just below the surface and a small amount of smoke usually breaks through the surface. The recent cruise of the "Alliance" indicates a notable advance in the development of the submarine, which has previously operated under the considerable disability of having to surface at intervals not much exceeding forty-eight hours in order to recharge batteries



is raising operation takes only a few seconds and is done by hydraulic pressure. pes leading to the uptake. By having the Snort farther aft and closer to rines, considerably less piping is required, with a resulting increase in efficiency. n is shown in the drawings reproduced on the right



THE GERMAN TYPE OF SUBMARINE BREATHING APPARATUS: A deck scene on a U-boat, looking forward, showing the different shape of the Schnorkel as compared with the Snort, and the method used for housing it when not required. When in vertical position, the opening half-way up the tube links up with the exhaust-pipe, which is brought forward round the side of the conning-tower. The Germans experienced considerable difficulty in making this junction watertight, and they were applying their ingenuity to this particular problem at the close of the war



A GERMAN SUBMARINE PREPARES TO DIVE: A side view of a German U-boat, showing the Schnorkel in raised position and linked up with the exhaust. Smoke and fumes are discharged through the vent on the after-side and slightly below the top of the Schnorkel. Higher up is the valve for preventing water descending the air intake. The device was at first very unpopular with German submarine crews. It was onomatopœically named on account of the characteristic noise which it made in action

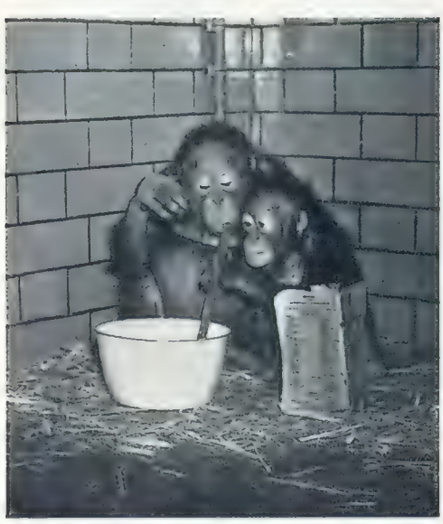
(Special "Sphere" Drawings by Laurence Dunn)

HOME NEWS IN PICTURES

Various Aspects of the Christmas Holiday

"NOEL, NOEL . . .": CHOIR PRACTICE AT SALISBURY CATHEDRAL. The fifteen young choristers were photographed while practising carols under their choirmaster and organist for the Christmas services. Salisbury Cathedral, built (with the exception of the spire and the two upper stories of the tower) between 1220 and 1260, is one of our finest examples of Gothic architecture. Its spire, 404 ft. high and the loftiest in England, was added about 1330, and it has been called "one of the best-proportioned and, at the same time, most poetic designs of the Middle Ages." Some of that poetry is evident in the above picture, which might have recorded any Christmas in the Cathedral's history

A NATIVITY PLAY IN THE CRYPT OF ST. PAUL'S CATHEDRAL: This year has seen no falling-off in the number of Nativity plays performed in churches and cathedrals all over the country during the Christmas season. Of recent years these have increased not only in number but also in their quality of production. Students of Elmhurst School, Camberley, gave the play in the crypt of St. Paul's as part of the Cathedral's Christmas festivities. It was quite an elaborate production, one scene depicting the Virgin Mary with the Infant Christ being visited by the Three Wise Men. The performances were well attended



INTRODUCING SCROUNGER AND MARY OF THE BRISTOL ZOO: The orang-outangs can usually be relied upon for a little slapstick humour. Here they are seen in their perennial Christmas pudding mixing act. The photographer, however, was not very accurate with his details, and the cookery book, on closer inspection, was revealed as an A.A. handbook. Perhaps the association of Christmas and petrol rationing was irresistible

"WHILE SHEPHERDS WATCHED THEIR FLOCKS BY NIGHT": CHILDREN OF COOLING, IN KENT, GET SOME LOCAL COLOUR FOR THEIR NATIVITY PLAY. These youngsters, who put on a Nativity play at the Cooling Street School in Kent, made the journey to the nearby village of Cliff to sing carols to a local shepherd. This bucolic scene was photographed as they entertained sixty-three-year-old Fred Gulver amidst his sheep and sheep-dog. He has been a shepherd for twenty-four years

THE SUPPLY SHIP WHICH BROUGHT CHRISTMAS RATIONS TO AN ISOLATED FORT: This sea fort off Sheerness, in the Thames Estuary, is manned by a skeleton unit of Anti-Aircraft Command. Some of the men got shore leave for the Christmas holiday, but the rest had to make the best of it in their bleak home. However, the mess was suitably decorated and they had two celebrations—one before the leave party went off and another entertainment on Christmas Day itself

THE LAST BATCH OF BRITISH TROOPS FROM ITALY ARRIVE AT SOUTHAMPTON DOCKS: The band of the 2nd Battalion, Essex Regiment, marching along the quayside while the troops prepare to disembark from the "Tas Victory." The combined Anglo-Italian parade which was to have taken place in St. Mark's Square, Venice, to commemorate their departure had to be cancelled owing to a heavy fall of rain. It could not be re-staged as the embarkation date and arrangements were already fixed

KIT BELONGING TO OFFICERS AND MEN OF THE "THESEUS" COMES ASHORE AT PLYMOUTH: The Aircraft-Carrier "Theseus" returned from the Pacific shortly before Christmas, with 370 officers and men of the Royal Navy. She is seen anchored in Plymouth Sound. Many of the men are due for demobilisation. H.M.S. "Theseus" brought with her a quantity of mail from ships of the Fleet in the Pacific

QUEEN MARY VISITS A PANTOMIME: She is seen receiving bouquets from two children as she entered the London Casino. Queen Mary, accompanied by the Duchess of Kent, the Duke of Kent and Princess Alexandra of Kent, and attended by Lady Constance Milnes-Gaskell and Major the Hon. John Coke, went to the performance of "Cinderella" given in aid of King George's Fund for Sailors

DAMMING THE RIVER COLNE AT WILLOWBANK: Residents of Willowbank having unsuccessfully applied to three local authorities, the Thames Conservancy Board and the Ministry of Health to help them to protect their island colony from floods, have finally taken the matter into their own hands. Each Sunday they arm themselves with shovels, spades, and forks and get to work building a 300-yard-long bank where the river came through in previous flood times

PREPARING FOR A CHRISTMAS PARTY IN A SHIP'S CHANDLER'S SHOP: Hastings "Winkle Club" gave their annual Christmas party in this typical old ship's chandler's shop on the seafront. They had a huge Christmas tree and the gifts were models made by members of the club. The funds came from fines levied on members who failed to comply with the club rule that they carry a winkle on every occasion and must produce it when challenged. These three members of the club are C. Adams; seventy-eight-year-old W. Phillips and sixty-eight-year-old Charles Gerring

No. 10,000 GOES INTO ACTION

Britain's First Main Line Diesel Locomotive

The public appearance of locomotive No. 10,000 marks an important new stage in the development of Diesel-electric railway traction in this country—a development in which the L.M.S. has played a leading part over the past fifteen years. The railway already has forty-four Diesel-electric shunting locomotives at work, and it will be for No. 10,000, and its sister-loco, No. 10,001, to show whether they are, from an economic and a performance point of view, a better proposition than the latest steam locomotives.

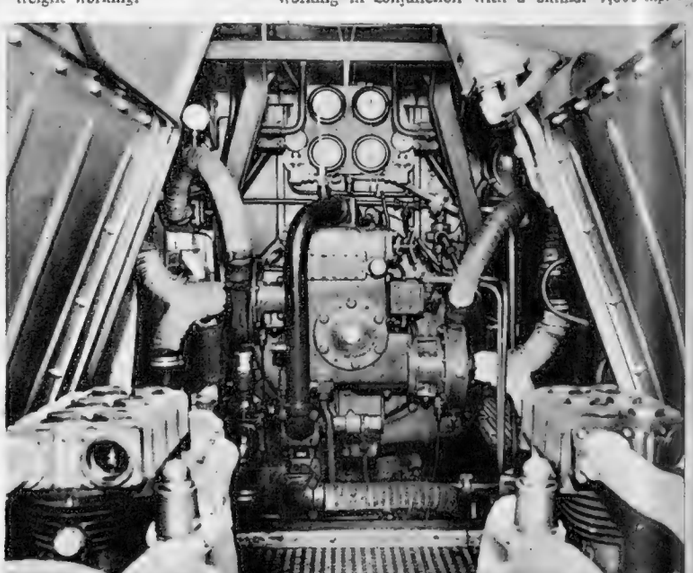
No. 10,000 has recently been assembled in the L.M.S. new Diesel workshop at Derby (the first workshop to be established by a British railway exclusively for the construction and repair of Diesel and Diesel-electric units), the power unit having been erected and tested at the English Electric Company's works at Rugby and taken complete to Derby for installation.

After preliminary trials, No. 10,000 will go into regular fast passenger service between Derby and London (St. Pancras), and later between Manchester (Central) and St. Pancras. When the second unit (No. 10,001) is completed, it is the intention that both units shall be coupled together and work as a 3,200-b.p. locomotive on the Euston-Glasgow main line. It is also intended to undertake trials with the two separate units on express freight working.

NO. 10,000 ON SHOW AT EUSTON: Britain's first main-line Diesel-electric locomotive, which is capable of working the heaviest L.M.S. expresses at a maximum speed of 100 m.p.h. and which, after preliminary trials, will go into the express service between Derby and St. Pancras

IN THE DRIVER'S CAB: The driver and his mate seen in No. 10,000. It has a cab at both ends for working in conjunction with a similar 1,600-h.p. unit

WILL THIS BE THE MAIN-LINE LOCO OF THE FUTURE? No. 10,000, designed by the Chief Mechanical Engineer of the L.M.S., will have to prove its worth in competition with No. 6,526, a steam locomotive just completed at the Crewe works



A MAXIMUM TRACTIVE EFFORT OF 41,400 LBS.: An interior view of No. 10,000, which is powered by a 16-cylinder Vee-type Diesel engine (the largest yet manufactured in this country by the English Electric Company)

No. 2,500 COMES TO A HALT

An L.M.S. Locomotive Tests the New Automatic Train Control

Signalling still remains an acute problem on Britain's railways, as witness the facts divulged after numerous accidents in the post-war years. Often enough the fatal error has been attributable to the human factor, the one mishap in a thousand that must sooner or later occur. The new L.M.S. automatic train control combats one part of the signalling problem, giving the driver an unmistakable and continuous warning 200 yards before reaching a distant signal.

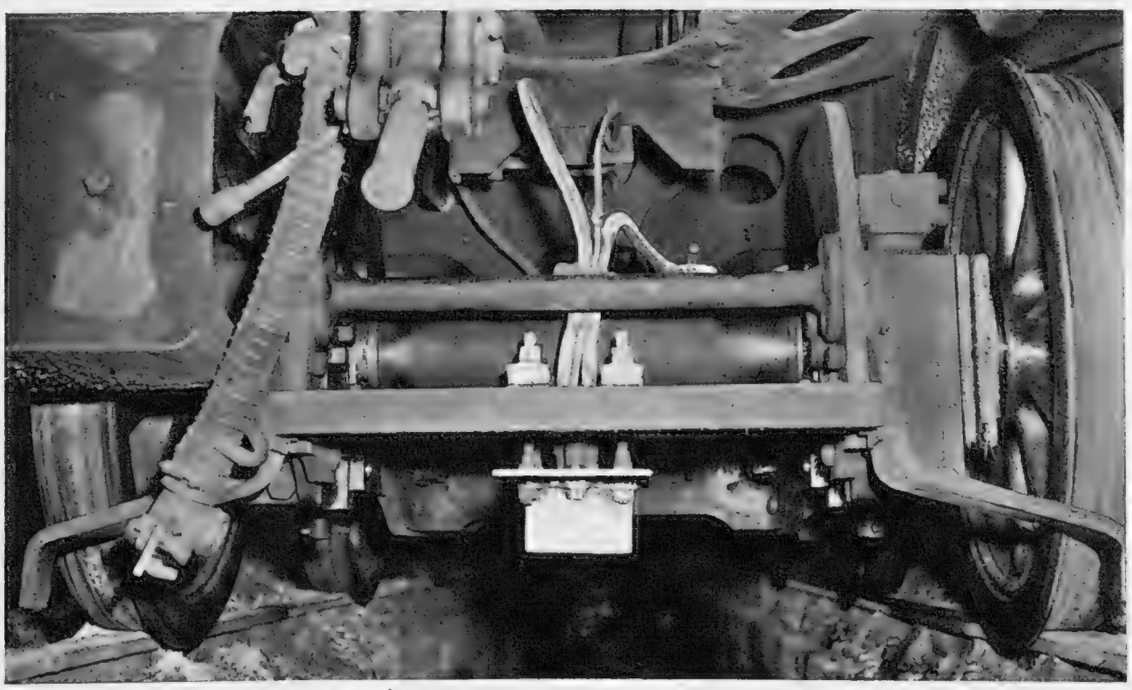
The apparatus on the track comprises an Alnico steel permanent magnet, weighing 40 lbs., the south pole of the magnet being approached first by the train, and the north pole of it lying nearer the distant signal. Twenty yards nearer the distant signal an electro-magnet is placed, and this is energised whenever the signal is at "stop." Both magnets are fixed in the centre of the permanent-way, and thus contact is made with the receiving apparatus on the locomotive, a permanent magnet with an armature of 35 per cent. cobalt steel. The armature is moved to one side or the other by magnetic bias. On the one side it causes a 1½-second blast on the horn within the driver's cab, and on the other side a continuous warning blast. In the latter case progressive brake application takes place, and by the time the distant signal is reached the train is brought to a halt. Even should the driver leave the regulator fully open after acknowledging the horn by pressing the cancelling plunger, he must, if necessary, take the brake-lever into his own hands to stop the progressive brake application.

This new system will be tested to the full on the Southend track, and it is highly probable that it will soon be installed in other parts of the London area. Its value during fog is obvious.

NO. 2,500, ONE OF THE LOCOMOTIVES OPERATING OVER THE AUTOMATICALLY-CONTROLLED LONDON TO SOUTHEND LINE: The electro-magnetic equipment provides the driver with a warning about 200 yards before reaching a distant signal. If the signal is at "go," a horn blows for 1½ seconds, but if the signal is at "stop," the horn continues to blow until cancelled by the driver. Three seconds after the horn begins to blow, a continuous brake-application begins

THE NEW SECURITY SYSTEM IN ACTION: *Left*—Permanent and electro-magnet inductors on the Southend line, and (*right*) a train about to pass over them. The Alnico steel permanent magnet is approached by the train first. Twenty yards farther on is the electro-magnet which is energised by the distant signal

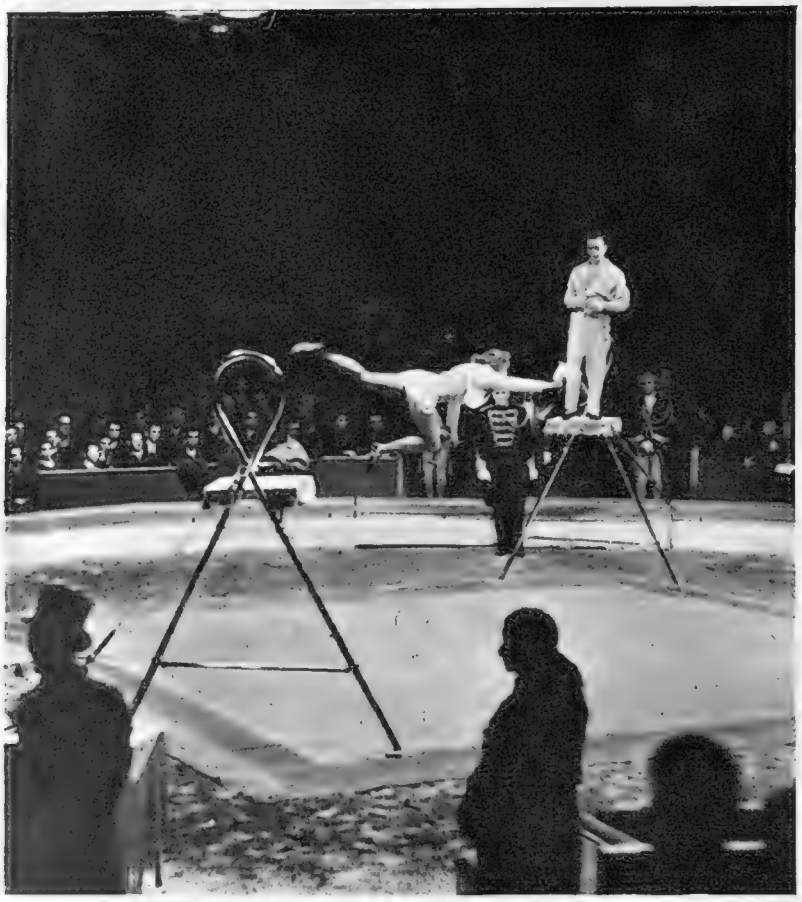
WHAT HAPPENS IN THE DRIVER'S CAB: The driver has one hand on the reverse lever. On the right is the horn valve. The horn will blow for 1½ seconds if the signal is at "go," but a continuous blast provides warning of danger, and this blast can only be cancelled by the driver



On right—**THE LOCOMOTIVE RECEIVER: This is the equipment which makes contact with the north pole of the permanent inductor on the track. The permanent magnet consists of an armature of 35 per cent. cobalt steel**

THRILLS OF THE 1948 CIRCUS

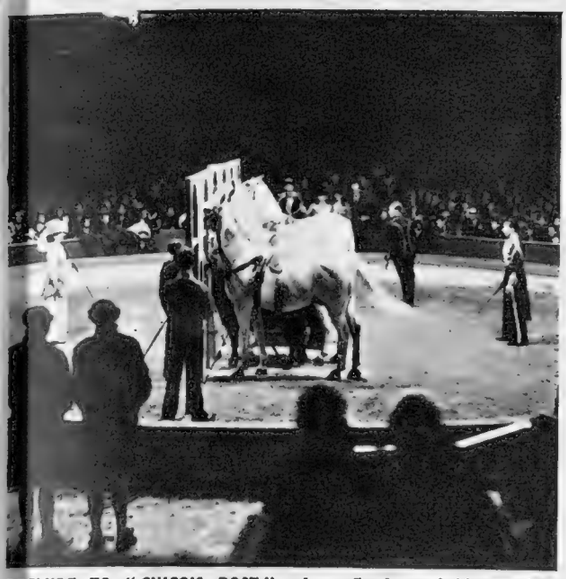
Some Spectacular Acts at the Ever-Popular and Ever-Varying Bertram Mills Show at Olympia



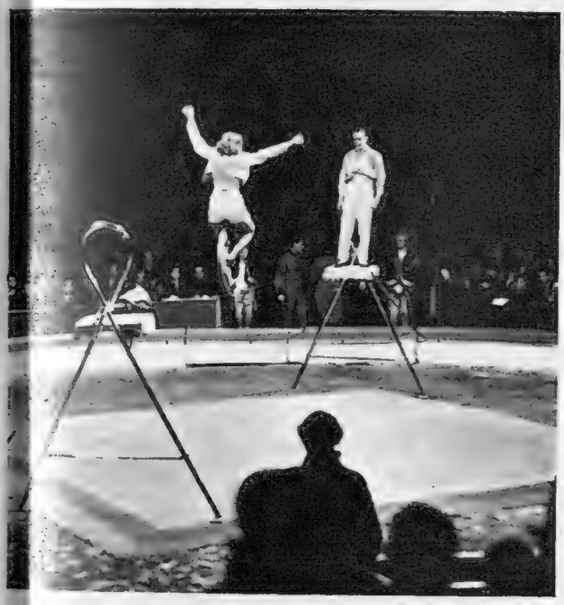
FLORENCE AND GEORGE ARE THE WIRE-WALKING WONDERS: This Irish boy and his sister, aged seventeen and sixteen respectively, are the youngest act ever to be shown at Olympia. Like most of the other acts at the 1948 circus, the Mills Brothers are presenting them in London for the first time. Florence and George have had to wait two years for their chance, during which time they have acquired the needed Olympia polish

A LIGHT INTERLUDE FROM ONE OF THE FLYING BRICKBATS: As he bounces sky-high from the trampophile, he nearly loses his trousers, but not quite. This act is also visiting Olympia for the first time, and at the first performance the antics of the Brickbats were immensely popular. For this year's circus the Mills Brothers have ranged far and wide in search of talent. Cyril Mills flew thousands of miles by aeroplane, seeing acts in nearly every European country

NO CIRCUS IS COMPLETE WITHOUT ONE OR MORE EQUESTRIAN ACTS: A general view of the arena during the special performance for London schoolchildren which preceded the official opening of the circus. This is the twenty-first season of the Bertram Mills Circus, and all the reserved seats have been booked up a considerable while in advance. The show has to close on February 4 as Olympia is booked for that hardy annual, the "Ideal Home" Exhibition



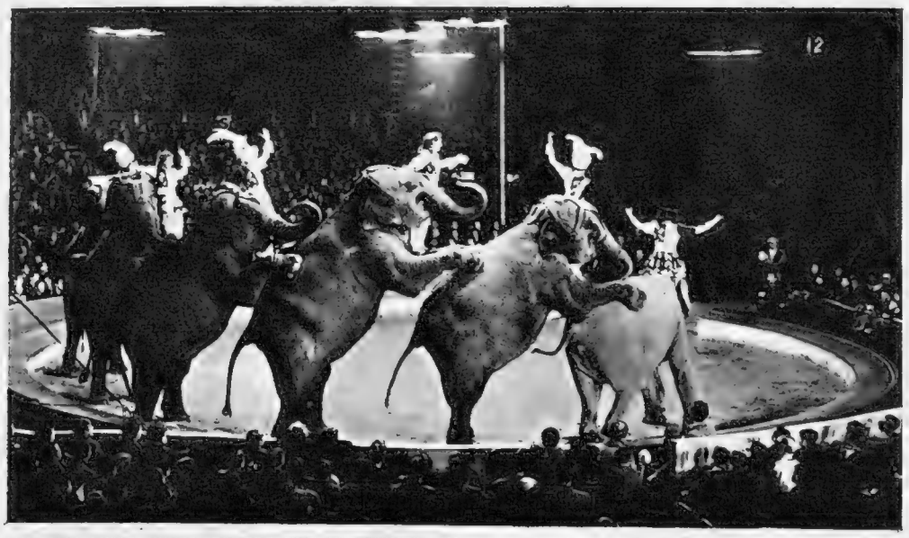
PRELUDE TO "CHICO'S POST": Joan Fowles, of Liverpool, a programme-seller in the last Bertram Mills Circus, seen with the horses she takes through a spectacular riding act called "Chico's Post." Joan begins by riding with one foot on each of two horses while seven others pass beneath her. Eventually she circles the arena with all nine



THE "FEMME" BLONDIN—FLORENCE RIDES THE WIRE ON A WHEEL: Another moment in the Florence and George act. The Mills Brothers have groomed this pair for stardom, and they are one of Olympia's most popular turns

THE SIX RASPINIS MAKE THEIR ENGLISH DEBUT: Here they are in their family ladder act based on some neat calculations in regard to stresses and strains. Cyril Mills booked the Raspinis in Switzerland, where they are well known

JUST TO MAKE MATTERS MORE DIFFICULT—A TRAPEZE ACT WITH A MODEL SPITFIRE ZOOMING ROUND AT THE SAME TIME: This sensational performance is the work of the "dazzling, daring" de Riaz team. Cyril Mills booked the act in Paris, where it was topping the bill in a French circus. Spectators say it is the most nerve-racking of all the acts



AND WE MUST NEVER FORGET THE ELEPHANTS: Next to the horses they are one of the mainstays of the entertainment. This year they give an elephant ballet, and with trunks waving and forelegs in the air provide a most original show. This picture shows them grouped in a tableau just before leaving the arena. They have been training for this performance out at Ascot

SIR STAFFORD and the STATE LOTTERY

Some Historic Precedents, and How They Worked Out

By CHARLES GRAVES

IT is credibly reported that the question of a State lottery is now being discussed at Cabinet level. Bankers and Members of Parliament are urging Sir Stafford Cripps to investigate this method of raising vast sums of money as practised not only in France and Spain, but also in Australia and other parts of the Empire.

If the scheme is approved it will, of course, be by no means the first State lottery held in this country. The first was run by Queen Elizabeth nearly five hundred years ago for the purpose of raising money to improve the harbours and public works. The first prize was to be £3,000 in ready money, together with several hundred pounds' worth of gold plate, silver plate, tapestries and the like. The original idea was to sell 400,000 tickets at ten shillings apiece and then, after distributing 30,000 prizes to the total value of £60,000, return half-a-crown to each of the unlucky ticket-buyers. In which event, the sum of about £100,000 would have been available for the harbour works. The general public, however, did not subscribe as enthusiastically as had been hoped. No doubt in those days of Court favourites they thought that the big prizes would go to friends of the Queen and other important personages. As a result, only 34,000 tickets were sold, and all the prizes had to be reduced in value by one-twelfth.

In spite of this failure a number of similar lotteries were organised. These proved more successful if only because the general public was forbidden to play tennis, football, quoits, skittles, ninepins, dice, and even chess in order that they should concentrate on archery in their spare time. The Englishman's inherent love of a gamble was bound to express itself somehow, and when games were made illegal, it was only natural that lotteries should become popular. Hence the success of the First Great Virginia Standing Lottery. The quarrels with the Red Indians, the ravages of disease, and the shortage of stores had encouraged King James to permit a lottery, part of the proceeds from which was to be diverted to put the colony of Virginia on a sound financial basis. This was followed by two other lotteries, also aimed to help the impoverished colony. And it is generally agreed that but for the proceeds from these lotteries, Virginia would have gone bankrupt.

The history of State lotteries is indeed long and instructive. The vast majority of them were organised to raise money for the public good. Some were philanthropic; some were patriotic. The need for improving the water supply of London had caused much anxiety until permission to hold a lottery to raise the required money for building an aqueduct to bring fresh water from Hoddesdon, in Hertfordshire, was granted. The First Royal Fishing Lottery was organised to subsidise the building of 200 fishing-vessels of between 30 and 50 tons. Gardiner's Lottery provided annuities for Army officers who had fought for King Charles I. in the Civil War. The Thames Waterworks Lottery explains itself. Occasionally, however, permission was granted to run lotteries, the chief beneficiary of which was the organiser himself. Thus, John Ogilby—a London bookseller—was allowed to run three lotteries in order to sell his books.

Until, however, Thomas Neale appeared on the scene, no lottery was run on strict and honourable business lines. In 1693 he was appointed by Act of Parliament to organise the Million Lottery, the object of which was to aid the national revenue, which had been badly hit by the cost of the French War. The scheme was most ingenious, proved very popular, and arranged for the Government to return a trifle more than £2,000,000 spread over sixteen years for a million pound advance.

A number of State lotteries followed on similar lines. Here is a typical one. It was known as "The Adventure of £1,400,000," was launched by Act of Parliament in 1711, and was heavily oversubscribed. Being typical of most State lotteries of the day, it is worth giving in detail:—

"An Act for reviving, continuing and appropriating certain Duties upon several Commodities to be exported, and Certain Duties upon Coals to be waterborn and carried coastwise, and for granting further Duties upon Candles for Thirty-Two Years, to raise Fifteen hundred thousand Pounds by Way of a Lottery for the Service of the Year 1711, and for suppressing such unlawful Lotteries and such Insurance Offices, as are therein mentioned.

"For thirty-two years a yearly fund of £135,000 to be raised by the duties, and appropriated for repayment of principal and interest at six per cent. £1,500,000 to be raised in sums of £10 or multiples thereof. Books containing 150,000 numbered tickets having three columns, the outermost of which to be inscribed:—'This Ticket entitles the Bearer to Ten Pounds to be paid in course with Interest to commence from the Nine and twentieth Day of September One thousand seven hundred and eleven or a better Chance.' Fortunate ticket books with 150,000 tickets of two columns of which 125,000 blanks. Contributors except those entitled to fortunate lots exceeding their principal sum or sums adventured, to be repaid with interest at six per cent. until so paid. Prizes determined by drawing to be in number 25,000, the chief premium being £12,000, the smallest £20, and the additional value of first and last drawn tickets £500 each, the total amounting to £678,570 which added to the principal money payable on the unfortunate blanks at £10 each amounted to £1,928,570. The latest day for adventuring to be 1 May, 1711, at the Guildhall. A second drawing was to determine the course of payment of principal sums, tickets to be exchanged for standing orders."

The golden age of State lotteries was from 1719 to 1768. There were Malt lotteries; there were Joint Stock lotteries; there were lottery annuities; there were also the five Westminster Bridge lotteries. Without these lotteries the famous bridge would never have been built across the Thames. Similarly, the British Museum would never have existed in its present form but for a lottery permitted by an Act of Parliament "for the purchase of the Museum or collection of Sir Hans Sloane and of the Harleian collection of manuscripts, and for providing one general repository for the better reception and more convenient use of the said collections and of the Cottonian Library and of the additions thereto." The sum raised was £300,000 by tickets of £3 or multiples thereof. But nobody was allowed to buy more than £60 worth.

More Joint Stock lotteries occurred almost every year up to 1768. In 1765 there was a lottery to help pay the debts of the Navy. This was a great success, unlike the Guinea lottery of 1757, which was for the primary benefit of King George.

Mr. C. L'Estrange Ewen, the world's authority on the subject, summarised the forty-three State lotteries between 1694 and 1768 as follows:—

(a) The hit-or-miss lottery, in which the return may be nil, the prizes being either cash, as in the Bridge, Museum, or Guinea adventures, or annuities.

(b) The lotteries of annuities—certain in which the least return is greater than the cost of the ticket, and is repayable in instalments spread over a fixed term of years.

(c) The lottery of perpetual annuities, in which the minimum benefit is not less than the cost of the ticket, all benefits carrying interest until redemption.

(d) The lottery of perpetual annuities, in which the minimum benefit is less than the cost of the ticket, all benefits carrying interest until redemption.

(c) and (d) are, in effect, loans for an uncertain period, and which cannot be called up by the lender. The terms "loan" and "annuity," and "interest" and "annuity" were interchangeable with the draughtsmen of the bills.

(e) The lottery of life annuities, in which the benefits are contingent upon the survival of the life of the adventurer or his nominee.

(f) The loan lottery in which the principal money or part of it is repayable almost immediately, the blanks sometimes bearing interest, sometimes not.

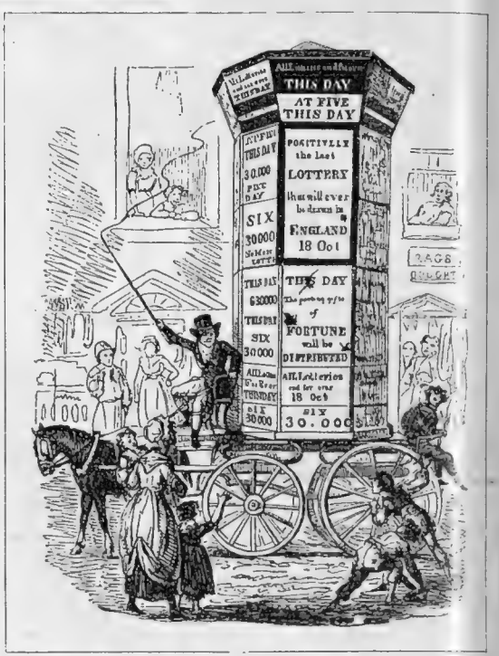
Further private lotteries flourished until 1739. Many of these were bogus; others were designed by tradesmen of every class to attract custom and dispose of surplus stocks. Thus, a big house in Grosvenor Square was the first and only prize in one lottery. Books, paintings and jewellery were the prizes in others. Ultimately, of course, the public became satiated even though many of the objects were charitable—such as the Leicester Lottery, which enabled the workhouse to be built, and the Greenwich Hospital Lottery, designed to give financial assistance to the disabled seamen, widows and orphans there.

The final phase in genuine State lotteries was the fifty-seven years between 1769 and 1826. With few exceptions the lotteries of the reigns of William III., Queen Anne, George I. and George II. had been organised either with annuities as prizes or with entry conditional upon the purchase of annuities. From 1769 onwards, although the annuity system was not altogether abandoned, lotteries became simple gambles—a case of hit or miss. No fewer than 126 State lotteries were launched during this period. Many of them were for redeeming capital stocks. With one exception, all the tickets were sold in advance, being usually sent out to contractors, first at a set figure and afterwards by public tender. In one case the Government not only received £3 a ticket profit from the purchasers, but also deducted 10 per cent. from the balance. The most valuable prize offered was £40,000 in Consols.

The last State lottery took place on October 18, 1826. It was from then onwards that the great British public, baulked of the chance to have a flutter in lotteries, turned to gambling on horses.

DRAWING THE PRIZES IN A £700,000 LOTTERY IN LONDON'S GUILDHALL: It took place in 1751. It is over a century since Britain had a State lottery

HOW THE GOVERNMENT SOUGHT TO STIMULATE LOTTERY SALES: Four of the posters published for the 1816 lottery. In addition to two prizes of £20,200 there were 3,000 other prizes

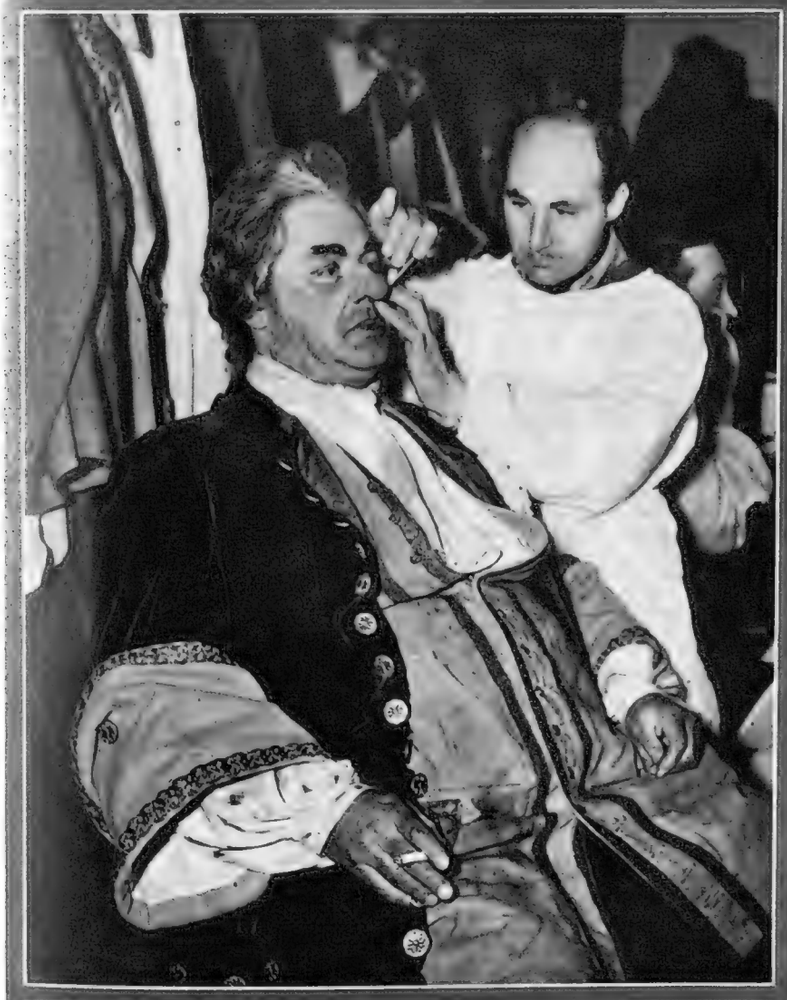


ADVERTISING THE LAST OF THE LOTTERIES: This vehicle was used to publicise a lottery in 1826, the advertisement bearing the words: "Positively the last lottery that will ever be drawn in England." Even so, all the tickets for this lottery were not sold, and it seemed that the public had grown weary of this form of gambling

THE BALL SCENE IN "CINDERELLA," AT THE LONDON CASINO: Eve Lister plays Prince Charming to Carole Lynne's Cinderella. The clock behind them points to twenty minutes before midnight. This year's seasonal entertainment provides a large selection of pantomimes and Christmas plays. Several cinemas are staging shows and circuses, and the screen has lent Phyllis Calvert to play Peter Pan at the Scala Theatre. The West End has two pantos.—*Babes in the Wood*, at the Princes Theatre, and *Cinderella*, at the London Casino, with Arthur Askey, the well-known radio comedian, as Buttons

PANTOMIME AGAIN

And a Modern Aid to Restoration Comedy



WORKING ON SIR TUNBELLY CLUMSEY'S NOSE: Charles Parker, a film make-up man, puts a bloom on Hamlyn Benson's false nose for his portrayal of the squire in the revival of Sir John Vanbrugh's comedy at the Lyric, Hammersmith

DENTISTRY ON A RASCALLY PARSON: Bull, the chaplain (played by Frederick Bennett), gets some attention from Mr. Parker. As English as pantomime, though not so suitable for the children, is the rollicking Restoration comedy *The Relapse*, or *Virtue in Danger*, by Sir John Vanbrugh. Lord Foppington is played with an air and humour by Cyril Ritchard, and Madge Elliot and Audrey Fildes are the lovely ladies—the one of little, the other of great virtue. Anthony Quayle has produced the play with the gusto it deserves and evoked the atmosphere of a lustier, albeit a lewder, age

The World of Books—By VERNON FANE

MIRA IS AN IMPROBABLE CREATURE

But Makes a Lovely Heroine for Claude Houghton's New Novel, "The Quarrel"

IF the reader can once convince himself of the existence, or even the probability, of the lovely Mira, her highly-strung husband Ralph, and the stolid lover Martin, then he will be in a fair way to appreciating Mr. Claude Houghton's new novel, THE QUARREL (Collins. 8s. 6d.). For myself, I found them a little stiff and at the same time wraithlike; not responding to the ordinary stimuli of life, no matter how constant their complaints about the very actual miseries of rationing and shortages.

This made their problems, which are human ones, difficult for me to follow with any zest, though Mr. Houghton's writing always commands my respect.

Mira, living with her young husband in a flat not far from Sloane Square, quarrels with him one day about the drabness of their life together, about her suspicion that he has lost interest in her, about a number of things that are only significant because they illustrate the almost physical need for a quarrel between them. Soon they are shouting at each other, and Ralph flings out of the flat. Not long after, Mira goes out too, and visits the flat of their mutual friend, Martin, who has always loved her.

In a sordidly business-like way, she becomes his mistress, but she and Ralph and Martin all continue to see each other, to dine together and to have nearly interminable discussions which Mira rightly regards as boring. A climax comes when Martin tells Ralph of his relationship to Mira, but it is not the expected climax, and in this Mr. Houghton is writing at his old and masterly level. On the whole, a disappointing book, but not a commonplace one.

THE BLUE NIGGER (Grey Walls Press. 8s. 6d.) is not my idea of either an interesting or an attractive title, nor even a provocative one, although those might reasonably be called the three principal requirements in titles. But all the same, it turns out to be the title of a collection of stories well worth reading. They are not short; they might more exactly be called five tales. And they show five differing facets of the talent of Mr. Robert Payne.

The first is the oddest, and it is also a little theatrical and a little contrived. It is the story of a shipwreck in the wartime Caribbean, with all the correct properties of a lusty he-man, a beautiful woman and her pitiable husband.

None of the other stories is quite as lurid as this one, and the "Temple" particularly shows the writer at his lyrical best when describing remote Chinese scenery and people. It is an uneven volume altogether, but it remains a pleasure to read this author's work.

SWISS ESSAYS (Bodley Head. 15s.) is a collection of some of the late Llewelyn Powys' last writings, before he died in Switzerland in 1939, at the age of fifty-five. He is best known as an essayist, and as the author of volumes of autobiography, and the present work reflects the same contemplative nature and the same love of life as a great gift and a precious treasure.

LEAVES IN THE STORM (Lindsay Drummond. 10s. 6d.) is a very different kind of collection, consisting of extracts from the war diaries of contemporary writers, edited by Mr. Stephen Schimanski and Mr. Henry Treece, who are also the editors of the publication *Transformation*. The contributors include the late Gertrude Stein, writing about her return to Paris in 1944: ". . . and so we are back in Paris, yes back in Paris, how often has Paris been saved, how often, yes, I walk round Paris, we all walk round Paris all day long and night, too, everybody is walking around Paris. . . ." Inez Holden writes in what might be called a sensible way about flying bombs, Howard Clewes writes about the Tunisian campaign, William Sansom about fires and firemen, and Phyllis Castle writes of a brief sojourn in the W.A.A.F.

Those familiar with the writings of Mr. Percy Colson will recognise in him a *raconteur* of the type which was fast disappearing in the years between the wars. THOSE UNEASY DAYS (Sampson Low. 15s.) is a survey of that period in Mr. Colson's own inimitable style.

The inimitability consists of a good memory for amusing stories, and ability to tell them with just that touch of maliciousness which sharpens the appetite for more.

AT A SYDNEY GALA PERFORMANCE: Hiding behind the beard is "Chips" Rafferty, Australian star of "The Overlanders." With him is Jean Simmons, now on the way to Fiji, where she will make a new film in the Dorothy Lamour sarong style. When this picture was taken they were attending a performance of "Captain Boycott" in aid of the "Food for Britain" appeal

This week's two best thrillers have both got American settings, though neither of them is exotically unfamiliar. Miss Leslie Ford's novel THE WOMAN IN BLACK (Crime Club. 8s. 6d.) is set in Washington, D.C., or, rather, in that smaller, residential part of it called Georgetown, where houses of the earliest Victorian elegance stand wall by wall with their seedy counterparts inhabited by broods of cheerful, coloured folk.

Mrs. Latham is once again the half-irritating, half-admirable lady whose meddling with the processes of law and order dismays the capital's police almost as much as whatever criminals are in question. On the present occasion, Mrs. Latham has to rely on all her social prestige, most of her friends, and all the widespread recognition of her own eccentricity, to get her off what coarser sleuths would call a murder rap. I probably don't have to tell you that she does very well, by her combination of well-bred charm and well-timed goofiness.

The scene of MISS WITHERS REGRETS (Crime Club. 7s. 6d.) is a fashionable Long Island, N.Y., town, and the participants in the murder mystery are nearly all appropriately wealthy or prominent. One of them achieves a degree too much prominence by being found drowned in his own swimming-pool, and from then on the scene hums with other activities than the playing of radiograms, and other scents than Lanvin's *Prétexte*. Miss Withers herself is an elderly schoolteacher with a penchant for the investigation of other people's crimes. There are those characters who think that Miss W.'s habitual headgear constitute major crimes in themselves, but the lady continues to be indomitable, aggravating and right.

I would like to congratulate the author, Mr. Stuart Palmer, incidentally, on one extremely funny and, as far as I know, original device, by which his female detective spikes the murderer's drink with a "truth-telling" drug, and laps it up herself by mistake, thereby producing, instead of a confession from the suspect, a detailed analysis and exposure of the crimes from her own lips to the murderer in person. It is only fair to say that Miss Withers survives the would-be fatal bullet and lives to exasperate the official detective with her exposition of the whole business.

Both these books are recommended as not too intensive studies of the criminal instinct.

THE MASTER OF THE MACABRE (Rich and Cowan. 8s. 6d.) is well-named, since it is an extraordinary volume by Mr. Russell Thorndike, who appears to know his way round the macabre as other more prosaic souls know their way round Tooting Bec. His story, of a benighted traveller who stays at an old haunted palace in Kent, is not only creepy and even crawly, since it often refers to worms, but is interspersed with other irrelevant tales of horror, told by the host of the lugubrious place. In other words, for those who appreciate fare of this *horripilant* kind, and no doubt there are hundreds of them, Mr. Thorndike has provided a feast.

LEAR, KING OF NONSENSE

A New Collection of the Celebrated Rhymes, and Other Books Briefly Reviewed

The cry of the Nupiter Piffkin, the call of the Biscuit Buffalo, the Fimble Fowl with a corkscrew leg (see Verse IV of the "Quangle Wangle's Hat"), the Pobble with no toes, the Akand of Swat ("Did he sleep on a mattress, a bed or a cot?"), not forgetting, of course, the Jumblies and the Yonghy-Bonghy-Bo, are all old favourites with lovers of light verse. Now, headed by the Owl and the Pussycat, who went to sea in a pea-green boat, they are all together again in THE COLLECTED NONSENSE SONGS OF EDWARD LEAR (Grey Walls Press. 3s. 6d.), which are republished with an admirable introduction by Leonard Russell. This is a neatly-produced little volume, and its few introductory pages of biography show a deep understanding of the at first frustrated Lear, who for fifty years sought by incredible, painstaking application distinction as a landscape painter, but achieved lasting fame with the few simple rhymes he wrote largely to relieve his own melancholy. Materially, he may have bustled along the high roads of existence. Spiritually, Lear wandered, to use his own phrase, "dimly on along the dusty twilight lanes of incomprehensible life." Leonard Russell shows how in these rhymes, seeming nonsense though they were, Lear found expression for his deepest feelings. That, perhaps, is part of the secret of their power to move others. Most of Lear's lines are delightful doggerel, but who will deny that some are truly poetic, a part of our lyric heritage?

To the theatre-goer there is no moment exactly like the moment of expectancy before the curtain's ascent; it is an emotion that never stales with repetition; that in no other art, even that of the cinema, finds an exact counterpart. Allardyce Nicoll, in writing about the theatre, somehow communicates that warmth of expectation. He is Birmingham University's Professor of English. Once he was Professor of Dramatic History at Yale. Half a page of *Who's Who* is devoted to listing his erudite works upon the theatre, but here is no dry-as-dust Academician. The fourth edition of Professor Nicoll's BRITISH DRAMA (Harrap. 12s. 6d.), which has just made its appearance, reveals the enthusiast in every line. The author traces the history of the Drama from the Mysteries and the Miracle Plays to the post-war productions of Shaftesbury Avenue. It is a blend of history and criticism, highly coloured by the personal point of view, and although much space is devoted to the dramatists, the Professor does not omit to pay due attention to the development of stage architecture and scenic design. It is altogether a very comprehensive work.

So many well-produced books now sold in Britain are printed abroad that it is a pleasure to point out a first-class home production. COREAN POTTERY (Faber and Faber. 21s.) is the work of W. B. Honey, Keeper of the Department of Ceramics at the Victoria and Albert Museum, and he now introduces to a wider circle some of the magnificent Corean wares which have long been appreciated by a small circle of connoisseurs. The book has nearly 100 half-tone plates which reveal the unsurpassed beauty of form of this Corean ware, which was less restricted to orthodox shapes than the Chinese ware. This is the first English book so far devoted to the subject of Corean pottery, and it will no doubt be welcomed by collectors, teachers and students.

Another book in much the same category is FURNITURE: AN EXPLANATORY HISTORY, by David Reeves (Faber and Faber. 16s.). Mr. Reeves approaches his subject in a highly practical way. This is not a "popular book" designed to provide the layman with a series of tricks for identifying style, but an examination of the changing styles following on the development of new techniques as furniture became successively the province of the carpenter, the joiner, and finally, the cabinet-maker. This kind of knowledge, once assimilated, leads to a true appreciation of furniture. Mr. Reeves marshals his facts with skill, using admirable photographs and drawings to emphasise the main points.

THE VERGE OF THE SCOTTISH HIGHLANDS (Robert Hale. 18s. 6d.), by William T. Palmer, is a new travel book by an author who has played his full share in exploring and expounding upon the beauties of England, Scotland and Wales. This time he takes us through that fine stretch of country dividing the Highlands from the Lowlands, describing with his usual felicity the places, the people, the legends and the scenic grandeurs along the route.

A COUNTRYMAN'S NOTEBOOK (Art and Educational Publishers. 12s. 6d.) is written and illustrated by H. S. Joyce, whose fund of country knowledge is poured out in a series of essays on such diverse subjects as "The First Cuckoo," "A Rabbit's Eyesight," "The First Day of Spring," "The Pointer Pup," and "Ferreting."

LEARNING TO RIDE (Faber and Faber. 10s. 6d.), by Janet Holyoake, is a series of written lessons on the essence of good horsemanship. Here is straightforward instruction, and an admirable aid for tutor and student.

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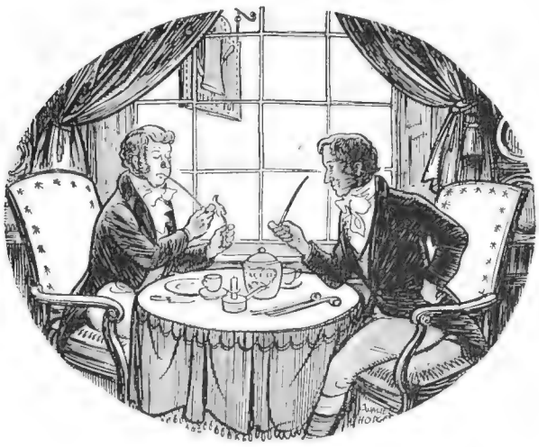

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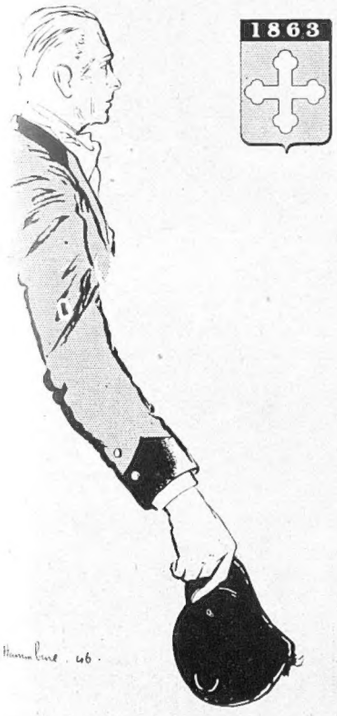

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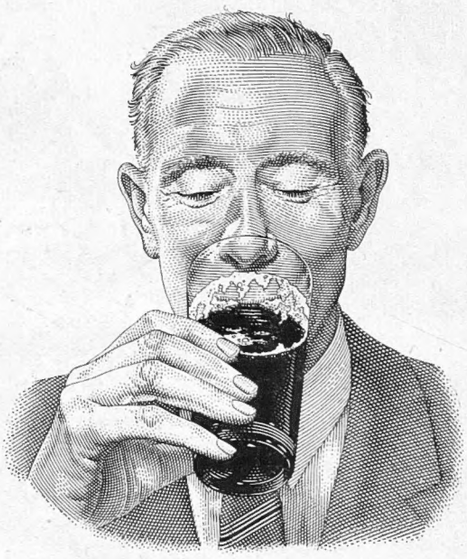

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SUDDENLY

fruit drinks will be

far nicer and better when

Kia-Ora comes back.

KIA-ORA

MEANS GOOD HEALTH

NOW IS THE TIME FOR ANGLEPOISE TO COME TO THE AID OF THE EYES

- to throw its gentle beam on the work, not in your face..to take any desired position at a finger touch and hold it, to save current with its 40 watt bulb, to save the eyes of a nation.

We cannot guarantee that everybody wanting an Anglepoise will get one immediately. It is so wonderfully popular that every lamp on sale is soon snapped up. So if you see this wonder lamp locally buy it right away.

Herbert Terry & Sons Ltd

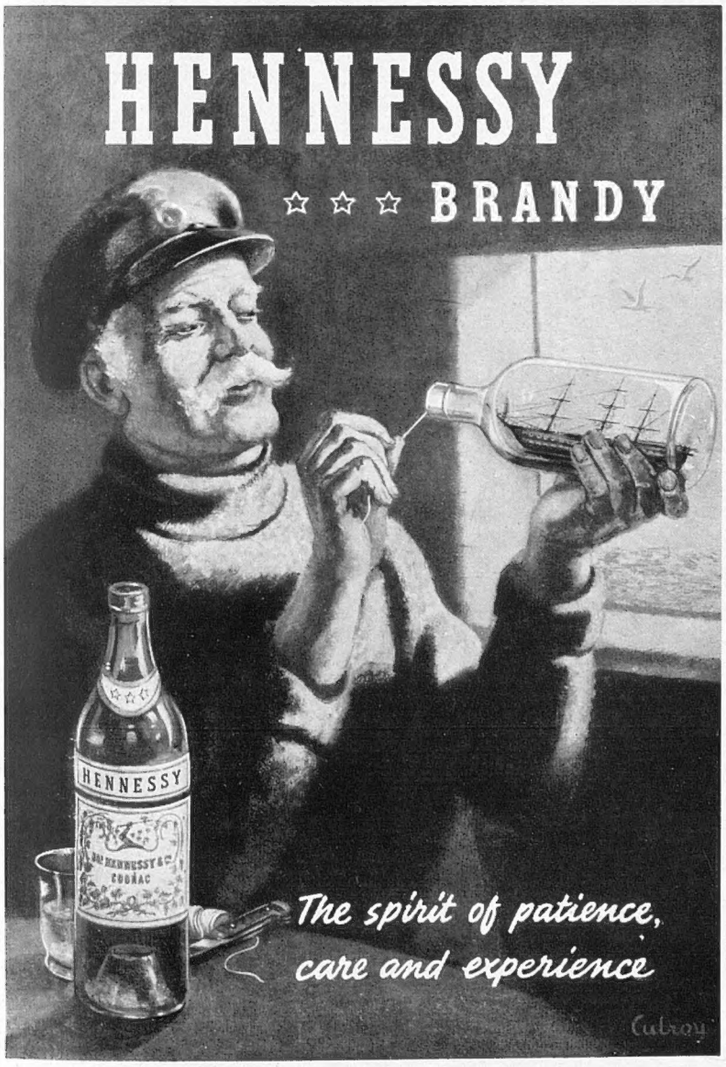
THE TERRY Anglepoise Lamp

NEW LAMPS FOR OLD (eyes)

Sole Makers: HERBERT TERRY & SONS LTD. REDDITCH · London, Manchester, Birmingham.

HENNESSY

☆ ☆ ☆ BRANDY



Where there's need-there's The Salvation Army

***JOHN MORRIS MURDERED HIS WIFE**

His young children, friendless and alone, were looked after by The Salvation Army during their father's trial. Since his execution, the children have found in a Salvation Army Home the love and care denied them in the squalor and misery of their early years. They are growing up normal, happy children, soon to take their places as useful citizens.

*Only the name is fictitious

GENERAL ALBERT ORSBORN, C.B.E., 101, QUEEN VICTORIA ST., LONDON, E.C.4

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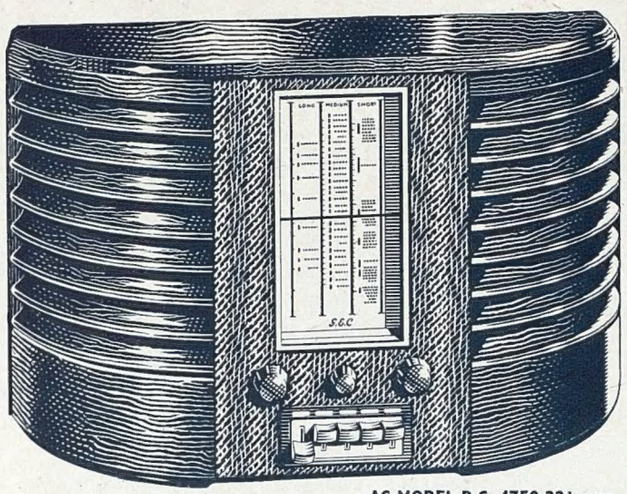
and now the **G.E.C.**

LUXURY TABLE MODEL



AC MODEL B.C. 4750 22½ gns.

(Purchase tax £7.13.7 extra)

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The General Electric Co., Ltd., Magnet House, Kingsway, London, W.C.2

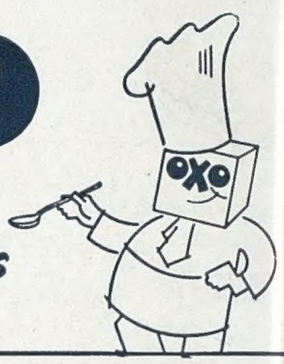
THE OXO-ENGLISH DICTIONARY

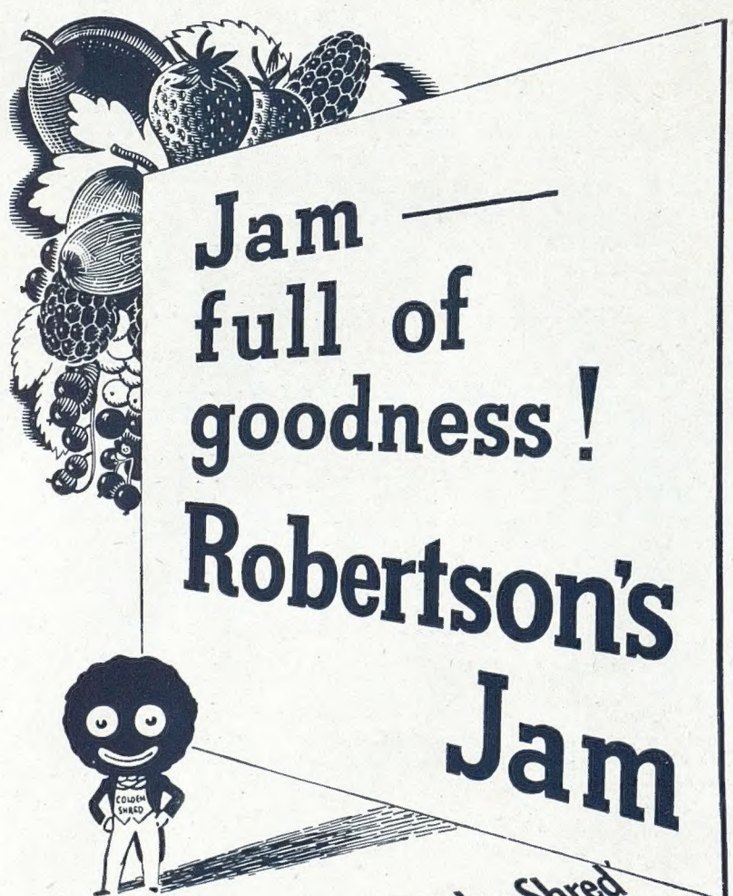
Enrich, *(v.t.)* **make rich add to contents of; make rich in quality and flavour etc. Hence ENRICHMENT** *(n.)* **that which is enriched with OXO . . .**

in brief-

OXO

FOR TASTY DISHES



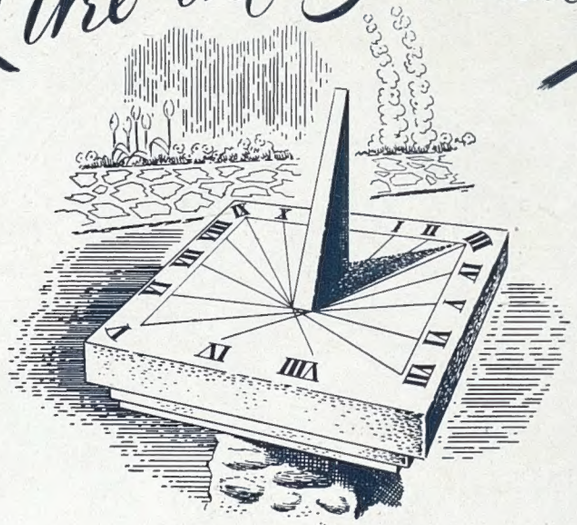


Jam — full of goodness! Robertson's Jam

Made by the makers of 'Golden Shred'

JAMES ROBERTSON & SONS (P.M.) LTD.
Paisley, Manchester, Bristol, London.

Like the Sundial—



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The De Luxe Toilet Paper

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Throughout the centuries the sundial has unfailingly given the time, outlasting the sturdiest of mechanical clocks.

A Bronco Toilet Roll is also longer lasting—it contains approximately 700 full-size sheets, which is *hundreds* more than the average. For that reason it is real economy to buy Bronco. 1/8 per roll inc. tax. Also in interleaved form, 1/1½ per packet.

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